

NACOmatic

Effective: 26-Aug-2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ALBANY, OR

ALBANY MUNI **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL **RNAV (GPS) Rwy 26¹²**
VOR Rwy 8³

¹NA when local weather not available.

²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

³Category C, 800-2½; Category D, 900-3.

AURORA, OR

AURORA STATE **LOC Rwy 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35²

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.

BAKER, MT

BAKER MUNI **NDB Rwy 13¹**
NDB Rwy 13²

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

²Categories A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI **RNAV (GPS) Rwy 13¹²**
VOR-A¹³
VOR/DME Rwy 13²⁴

¹NA when local weather not available.

²Category D, 900-2½.

³Categories A,B, 1900-2; Categories C,D,
1900-3.

⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA

BELLINGHAM INTL **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD **VOR Rwy 31**
Category D, 800-2½.

BILLINGS, MT

BILLINGS LOGAN
INTL **NDB Rwy 10L¹**
RNAV (GPS) Rwy 10L²
RNAV (GPS) Rwy 28R³

¹Category D, 800-2½.

²Categories A,B,C,D, 800-2½.

³Categories A,B, 900-2; Categories C,D,
900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN
FIELD) **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L

Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD **RNAV (GPS)-A¹**
VOR Rwy 12²

¹Categories A, B, 1900-2; Categories C, D,
1900-3.

²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19¹

NA when local weather not available.

¹Categories A,B, 1200-2; Categories C,D,
1200-3.

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ALTERNATE MINS

E2

NAME ALTERNATE MINIMUMS
BUFFALO, WY
 JOHNSON COUNTY RNAV (GPS) Rwy 31¹
 VOR/DME Rwy 31²

NA when local weather not available.

¹Category D, 800-2¼.

²Category C, 800-2¼; Category D, 800-2¼.

BURLEY, ID

BURLEY MUNI VOR-A
 VOR/DME-B

NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL NDB Rwy 10¹
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28

NA when local weather not available.

¹Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI VOR Rwy 30
 Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ILS Y Rwy 15¹
 LOC/DME Rwy 15²
 RNAV (GPS) Y Rwy 15³
 RNAV (GPS) Z Rwy 15,1200-2
 VOR or GPS-B,1400-3
 VOR/DME or GPS-A,3000-3

¹Categories A, B, C, 1200-4.

²Categories A,B, 1300-2; Categories C,D, 1300-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL
 INDUSTRIAL RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY

CASPER/NATRONA
 COUNTY INTL ILS or LOC Rwy 3
 ILS, Categories A,B, 800-2; Category C 800-2¼; Category D, 800-2¾; Category E, 900-3.
 LOC, Category C, 800-2¼; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS
CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON
 FIELD ILS or LOC Rwy 27¹
 NDB Rwy 27¹
 RNAV (GPS) Rwy 9²
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 31²

¹NA when control tower closed.

²NA when local weather not available.

CODY, WY

YELLOWSTONE
 REGIONAL RNAV (GPS) Rwy 22¹
 VOR or GPS-A²

¹Category C, 800-2¼; Category D, 200-2¼.

²Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY
 BOYINGTON FIELD ILS or LOC/DME Rwy 5
 NDB Rwy 5
 RNAV (GPS) Rwy 5
 VOR Rwy 5
 VOR/DME Rwy 1

NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI VOR-A
 Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK RNAV (GPS) Rwy 34
 NA when local weather not available.

DILLON, MT

DILLON VOR or GPS-A,1500-3
 VOR/DME or GPS-B

NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY VOR Rwy 29
 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND RNAV (GPS)-A
 Categories A, B, 1100-2.
 NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD RNAV (GPS) Rwy 25¹
 RNAV (GPS) Rwy 29
 VOR-B²

NA when local weather not available.

¹Category D, 800-2¼.

²Category A, 1500-2.

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NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI **RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 21²
VOR/DME Rwy 3¹
VOR Rwy 21¹

NA when local weather not available.

¹Category D, 1300-3.

²Category C, 800-2½; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET

FIELD **ILS or LOC/DME Z Rwy 16R¹**
ILS or LOC Y Rwy 16R¹
ILS or LOC/DME Rwy 16L^{1,2}
RNAV (GPS) Rwy 34R²
VOR or GPS-A³

¹NA when control tower closed.

²NA when local weather not available.

³Categories A,B, 900-2; Category C, 900-2½;

Category D, 900-2½.

EVANSTON, WY

EVANSTON-UINTA COUNTY

BURNS FIELD **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE

FIELD) **ILS or LOC/DME Rwy 16R**

NA when control tower closed.

NA when local weather not available.

FORT BENTON, MT

FORT BENTON **RNAV (GPS) Rwy 23**

NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL

COUNTY **ILS or LOC Rwy 34^{1,2}**
RNAV (GPS) Rwy 16³
RNAV (GPS) Rwy 34⁴
VOR/DME Rwy 16⁵
VOR/DME Rwy 34¹

¹Categories A,B, 900-2; Category C, 900-2½;

Category D, 1000-3.

²NA when control tower closed.

³Categories A,B,C, 800-2½; Category D, 1000-3.

⁴Categories A,B,C,D, 1200-4.

⁵Category C, 800-2½; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/

GLASGOW INTL **VOR Rwy 12**

Categories A,B, 900-2; Categories C,D, 900-3.

VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON

COMMUNITY **NDB or GPS Rwy 12,900-2½**

GOODING, ID

GOODING MUNI **RNAV (GPS) Rwy 7**

RNAV (GPS) Rwy 25

NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA **NDB Rwy 15**

NDB Rwy 33

ILS or LOC Rwy 15

COPTER NDB Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL **NDB Rwy 34**

Category D, 800-2½.

GREYBULL, WY

SOUTH BIG HORN COUNTY **RNAV (GPS)-A**

RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 1200-3.

HAILEY, ID

FRIEDMAN

MEMORIAL **RNAV (GPS) W Rwy 31**

Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY **VOR Rwy 26**

Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-3.

ALTERNATE MINS

E4

NAME ALTERNATE MINIMUMS
HELENA, MT
 HELENA RGNL **ILS or LOC Y Rwy 27¹²**
 ILS or LOC Z Rwy 27¹²
 LOC/DME BC-C¹³
 NDB-D¹⁴
 RNAV (GPS) Y Rwy 9⁵
 RNAV (GPS) Rwy 23⁶
 RNAV (GPS) X Rwy 27⁵
 RNAV (RNP) Z Rwy 9⁷
 RNAV (RNP) Y Rwy 27⁷
 RNAV (RNP) Z Rwy 27⁷⁹
 VOR-A⁸
 VOR/DME-B⁶

¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3.

³Categories A, B, 1300-2; Categories C, D, 1300-3.

⁴Category A, 1200-2.

⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

⁷NA when local weather not available.

⁸Categories A, B, 2900-2; Categories C, D, 2900-3.

⁹1000-4.

HOQUIAM, WA

BOWERMAN **RNAV (GPS) Rwy 24¹**
 VOR/DME Rwy 24²
 VOR Rwy 6¹

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL **ILS or LOC Rwy 20¹**
 LOC BC Rwy 2²
 RNAV (GPS) Rwy 20³
 VOR Rwy 20³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

³NA when local weather not available.

JACKSON, WY

JACKSON HOLE **RNAV (GPS) X Rwy 1¹**
 RNAV (GPS) Y Rwy 19¹
 RNAV (RNP) Y Rwy 1, 10681200-4
 VOR/DME Rwy 1²
 VOR/DME Rwy 19³

¹Categories A, B, 1200-2; Categories C, D, 1200-3.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A, B, 1400-2; Categories C, D, 1400-3.

NAME ALTERNATE MINIMUMS
JEROME, ID

JEROME COUNTY **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 27¹
 VOR/DME-A

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
 OGILVIE FIELD **RNAV (GPS) Y Rwy 9**
 Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL **ILS or LOC Rwy 2¹**
 RNAV (RNP) Y Rwy 2¹
 RNAV (RNP) Rwy 20, 800-2½²

¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

KELSO, WA

SOUTHWEST
 WASHINGTON RGNL **RNAV (GPS) Rwy 12**
 Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS **ILS or LOC/DME Rwy 32¹**
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 32³
 VOR/DME or TACAN Rwy 14⁴
 VOR/DME or TACAN Rwy 32⁴

¹ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

⁴Category B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY **VOR/DME-A**
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2½.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE

COUNTY RNAV (GPS) Y Rwy 8¹
RNAV (GPS) Y Rwy 26¹
RNAV (RNP) Rwy 30²
RNAV (RNP) Z Rwy 8²
RNAV (RNP) Z Rwy 12²
RNAV (RNP) Z Rwy 26²
VOR Rwy 8³
VOR Rwy 26¹

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7
VOR Rwy 7

Category D, 800-2½.

LIVINGSTON, MT

MISSION FIELD VOR/DME-B¹
VOR-A²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI RNAV (GPS) Rwy 16¹
RNAV (GPS) Y Rwy 34²
RNAV (GPS) Z Rwy 34³

¹Category C, 900-2½.

²Categories A, B, 1600-2; Categories C, D, 1600-3.

³NA when local weather not available.

⁴Category C, 900-2½; Category D, 1000-3.

MC MINNVILLE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.

Category D 800-2½.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwy 14¹²
LOC/DME BC-B²³
RNAV (GPS)-D³
RNAV (GPS) Rwy 14⁴
VOR-A⁵
VOR/DME-C³
VOR/DME Rwy 14⁵

¹ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

²NA when control tower closed.

³Categories A, B, 2300-2; Categories C, D, 2300-3.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Categories A, B, 1400-2; Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ILS Rwy 11¹
RNAV (GPS) Y Rwy 11²³
RNAV (RNP) Z Rwy 11², 800-2½
VOR/DME or GPS-A, 2000-3
VOR/DME or GPS-B, 2000-3

¹ILS, 1600-6. LOC, NA.

²NA when local weather not available.

³Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R¹
NDB Rwy 32R²
RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 14L¹
RNAV (GPS) Rwy 22¹
VOR Rwy 4²
VOR -1 Rwy 14L²
VOR -3 Rwy 14L²
VOR Rwy 22²
VOR Rwy 32R²

¹NA when local weather not available.

²NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD VOR or GPS Rwy 31

NA except for operators with approved weather reporting service.

Categories A,B, 900-2; Categories C,D, 900-3.

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ALTERNATE MINS

E6



NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON

RGNL ILS or LOC Rwy 4¹

NDB Rwy 4²

RNAV (GPS) Y Rwy 4²

VOR-A³

VOR/DME-B²

VOR/DME Rwy 4⁴
¹ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D, 1100-3.

²Category C, 900-2¼; Category D, 1100-3.

³Categories A, B, 1200-2; Categories C, D, 1200-3.

⁴Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 17¹²³

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 35²

VOR-A²⁴

VOR/DME Rwy 35²
¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

³NA when control tower closed.

⁴Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ILS or LOC Rwy 21R¹²

RNAV (GPS) Rwy 3L

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 21R

RNAV (GPS) Rwy 30

VOR Rwy 21R³

VOR/DME Rwy 30

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

³Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT

PENDLETON ILS or LOC/DME Rwy 25¹

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 11

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 29

VOR Rwy 7

NA when local weather not available.

¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ

FIELD NDB-A¹

RNAV (GPS) Rwy 11²

RNAV (GPS) Rwy 29²

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2¼.

²Category D, 800-2¼.

POCATELLO, ID

POCATELLO RGNL ILS or LOC Rwy 21¹

RNAV (GPS) Rwy 3²

RNAV (GPS) Rwy 21²
¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R

FAIRCHILD INTL ILS or LOC Rwy 8

RNAV (GPS) Rwy 8¹

RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

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ALTERNATE MINS

E7

NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ILS or LOC Rwy 10L¹
 ILS or LOC Rwy 10R²
 ILS or LOC Rwy 28L³
 ILS or LOC Rwy 28R⁴
 LOC/DME Rwy 21⁵
 RNAV (GPS) Rwy 10L⁵
 RNAV (GPS) Rwy 10R⁶
 RNAV (GPS) Rwy 12⁷
 RNAV (GPS) Rwy 28L⁸
 RNAV (GPS) Rwy 28R⁸
 VOR/DME Rwy 21⁵
 VOR-A⁹
 VOR Rwy 28R⁵

¹ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5.

⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

¹Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE NDB or GPS-A
 Categories A,B, 1100-2; Category C, 1100-3;
 Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW
 MUNI RNAV (GPS) Rwy 5,800-2¼

RAWLINS, WY

RAWLINS MUNI/
 HARVEY FIELD RNAV (GPS) Rwy 22¹
 VOR/DME Rwy 22²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ILS or LOC Rwy 22¹
 VOR/DME Rwy 22²

¹ILS,LOC,Category D,800-2¼; Category E, 800-2½.

²Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI NDB Rwy 16¹
 RNAV (GPS) Y Rwy 16²

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON
 COUNTY RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2½.

RICHLAND, WA

RICHLAND NDB Rwy 19¹
 RNAV (GPS) Rwy 19¹
 RNAV (GPS) Rwy 26¹
 VOR/DME-A²
 VOR Rwy 26¹

¹Category D, 800-2½.

²Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ILS or LOC Rwy 28
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28
 VOR Rwy 10
 VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL RNAV (GPS)-B
 NA when local weather not available.
 Categories A, B, 1200-2; Category C, 1200-3;
 Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 31¹²
 LOC/DME Rwy 31³
 RNAV (GPS) Rwy 31¹³

¹NA when local weather not available.

²ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

³Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY RNAV (GPS)-D

NA when local weather not available.

Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL

AIRPARK VOR/DME or GPS-A

Category B, 900-2; Category C, 1000-2½;

Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY

INTL ILS or LOC Rwy 31L¹

LOC/DME Rwy 13R²

RNAV (GPS) Y Rwy 13R³

RNAV (RNP) Z Rwy 13R⁴

¹Category A, 800-2; Category B, 900-2;

Category C, 900-2½; Category D, 1000-3.

²Category B, 900-2; Category C, 900-2½;

Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½;

Category D, 1000-3.

⁴Categories A, B, C, D, 800-2½.

SHERIDAN, WY

SHERIDAN

COUNTY ILS or LOC/DME Rwy 32

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 14

NA when local weather not received.

Category D, 800-2½.

SIDNEY, MT

SIDNEY-RICHLAND MUNI NDB Rwy 1¹

NDB Rwy 19²

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 19³

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2½.

²Categories A, B, 1000-2; Category C, 1000-

2½; Category D, 1000-3.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R¹

RNAV (GPS)-A²

RNAV (GPS) Rwy 3L²

VOR Rwy 3L³⁴

¹Categories A,B, 1000-2;Category C, 1000-2½.

²Categories A,B, 1000-2; Category C, 1000-2½;

Category D, 1000-3.

³Categories A, B, 1000-2; Categories C, D,

1000-3.

⁴NA when local weather not available.

SPOKANE INTL ILS or LOC Rwy 3¹

ILS or LOC/DME Rwy 21¹

RNAV (GPS) Rwy 3²

VOR Rwy 3³

¹ILS, Category D, 700-2.

²Category D, 800-2½.

³Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ILS Rwy 17¹

NDB Rwy 35¹

RNAV (GPS) Rwy 17¹²

RNAV (GPS) Rwy 35²³

¹NA when control tower closed.

²Category D, 800-2½.

³NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/

THE DALLES MUNI RNAV (GPS)-A

Categories A,B, 1100-2; Category C, 1100-3;

Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY

RGNL ILS or LOC Rwy 25¹

NDB Rwy 25

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

VOR Rwy 7²

NA when local weather not available.

¹ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

²Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ILS or LOC Rwy 20¹
 ILS or LOC Y Rwy 20¹³
 ILS or LOC/DME Z Rwy 20²³
 NDB Rwy 20, 1000-3
 RNAV (GPS) Rwy 2³⁴
 RNAV (GPS) Rwy 16⁴
 RNAV (GPS) Rwy 20⁴
 VOR/DME Rwy 2⁴

¹ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.

²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

WENATCHEE, WA

PANGBORN

MEMORIAL ILS Y Rwy 12, 1300-4
 RNAV (RNP) Rwy 12, 1200-4
 VOR/DME-C¹²
 VOR/DME-A³

¹NA when local weather not available.

²Categories A, B, 1500-2; Categories C, D, 1500-3.

³Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI VOR or GPS Rwy 16
 Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/

MCALLISTER FIELD ILS Y Rwy 27, 600-2½¹
 LOC/DME BC-B¹²
 RNAV (GPS) Y Rwy 27³
 VOR/DME or TACAN Rwy 27⁴
 VOR-A⁵

¹NA when control tower closed.

²Category D, 800-2½.

³Category C, 800-2½; Category D, 800-2½.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Category C, 800-2½; Category D, 800-2½.

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RADAR MINS

10210

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	6321/24	200 (200-½)			
ASR	9		ABC	6500-1	357 (400-1)	DE	6500-1¼	357 (400-1¼)
	27		ABC	6520/24	399 (400-½)	DE	6520/50	399 (400-1)
CIR	ALL		AB	6660-1	501 (600-1)	C	6660-1½	501 (600-1½)
			D	6720-2	561 (600-2)	E	6960-2¾	801 (900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (Amdt 1 10210 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	15	3.0°/55/853	ABCD	499/24	200	(200-½)
	33	3.0°/39/729	ABCD	500-½	200	(200-½)

¹Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

NW-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10210

N1

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RADAR MINS

10210


RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

ELEV 193

A J EISENBERG


RADAR - 118.2 285.65 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	7		AB CD	620-1 NA	427	(500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR ¹	14 ^{5 12} 32 ^{7 14} 7 ^{3 11} 25 ^{2 13}	3.0°/48/947 3.0°/34/772 3.0°/50/961 3.0°/40/718	ABCDE ABCDE ABCDE ABCDE	139- ¹ / ₄ 297- ¹ / ₂ 125- ¹ / ₂ 228- ¹ / ₂	100 250 100 200	(100- ¹ / ₄) (300- ¹ / ₂) (100- ¹ / ₂) (200- ¹ / ₂)
W/O GS	7 14 ^{7 12} 32 ^{8 10} 25 ^{6 13}		ABCDE AB CDE ABC DE AB C D E	300-1 360- ¹ / ₂ 360- ³ / ₄ 500- ³ / ₄ 500-1 620- ¹ / ₂ 620-1 620-1 ¹ / ₄ 620-1 ¹ / ₂	275 321 321 453 453 593 593 593 593	(300-1) (400- ¹ / ₂) (400- ³ / ₄) (500- ³ / ₄) (500-1) (600- ¹ / ₂) (600-1) (600-1 ¹ / ₄) (600-1 ¹ / ₂)
ASR	7 ¹¹ 14 ^{4 12} 32 ^{8 12}		AB C DE AB C D E AB C D E	460-1 460-1 ¹ / ₄ 460-1 ¹ / ₂ 620- ¹ / ₂ 620-1 620-1 ¹ / ₄ 620-1 ¹ / ₂ 680- ¹ / ₂ 680-1 ¹ / ₄ 680-1 ¹ / ₂ 680-1 ³ / ₄	435 435 435 581 581 581 581 633 633 633 633	(500-1) (500-1 ¹ / ₄) (500-1 ¹ / ₂) (600- ¹ / ₂) (600-1) (600-1 ¹ / ₄) (600-1 ¹ / ₂) (700- ¹ / ₂) (700-1 ¹ / ₄) (700-1 ¹ / ₂) (700-1 ³ / ₄)

NW-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10210

N2

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RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25 ^{10 11}	A	780-½	753	(800-½)
	B	780-¾	753	(800-¾)
	C	780-1¾	753	(800-1¾)
	D	780-2	753	(800-2)
	E	780-2¼	753	(800-2¼)
CIRCLING 7, 14, 25, 32 ⁹	A	740-1	693	(700-1)
	B	800-1¼	753	(800-1¼)
	C	800-2¼	753	(800-2¼)
	D	860-2¾	813	(900-2¾)
	E	1120-3	1073	(1100-3)
CIRCLING 25 ⁹ ASR	A	780-1	733	(800-1)
	B	800-1¼	753	(800-1¼)
	C	800-2¼	753	(800-2¼)
	D	860-2¾	813	(900-2¾)
	E	1120-3	1073	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile.

³Missed approach minimum climb rate 226'/NM until reaching 3000. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁷When ALS inop, increase vis CAT ABCDE to 1 mile. ⁸When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁹When Circling to RWY 32, increase vis CAT A to 1¾ mile. ¹⁰When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. ¹¹Amdt 1. ¹²Amdt 2. ¹³Amdt 3. ¹⁴Amdt 4.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI
DEPARTURE: **Rwy 34**, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16**, turn right.
Rwy 34, turn left. **All aircraft** climb direct CVO VOR/
DME and continue climb in CVO VOR/DME holding
pattern. (E, right turns, 261° inbound) to cross CVO
VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 417'
per NM to 9000, or 2800-3 for climb in visual conditions.
Rwy 17, std. w/ min. climb of 321' per NM to 10200, or
2800-3 for climb in visual conditions. **Rwy 22**, NA-
obstacles. **Rwy 35**, std. w/ min. climb of 369' per NM to
9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35**, climbing right
turn to 10200 via heading 130° and CPN VOR/DME R-
340 to CPN VOR/DME, continue climb-in-hold to 10200
(north, left turn, 166° inbound), or for climb in visual
conditions, cross Bowman Field Airport at or above 7700
then proceed via CPN R-309 to CPN VOR/DME,
continue climb-in-hold to 10200 (north, left turn, 166°
inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD (CONT)

Rwy 17, climbing left turn to 10200 via heading 100° and
CPN VOR/DME R-335 to CPN VOR/DME, continue
climb-in-hold to 10200 (north, left turn, 166° inbound), or
for climb in visual conditions, cross Bowman Field
Airport at or above 7700 then proceed via CPN R-309 to
CPN VOR/DME, continue climb-in-hold to 10200 (north,
left turn, 166° inbound).

NOTE: **Rwy 17**, multiple trees beginning 865' from
departure end of runway, 243' left of centerline, up to 70'
AGL/5097' MSL. Rod on hangar 570' from departure
end of runway, 278' left of centerline, 54' AGL/5054'
MSL. Multiple trees beginning 787' from departure end
of runway, 165' right of centerline, up to 70' AGL/5098'
MSL. Multiple transmission lines beginning 4602' from
departure end of runway, 1664' right of centerline, 80'
AGL/5159' MSL. **Rwy 35**, multiple transmission lines
beginning 2242' from departure end of runway, 964' left
of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles.
DEPARTURE PROCEDURE: Use JATTS
DEPARTURE.



ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11**, 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34**, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwy 16, climb direct to WATON LOM. **Rwys 29, 34**, turn left. All aircraft climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8, 31**, turn left.

Rwy 13, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course.

All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17**, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35**, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13**, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31**, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY, OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K).

Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8, 13**, turn left.

Rwys 26, 31, 35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34**, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16**, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34**, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. Multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)

AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 8400 via BPI R-124. **Rwy 31**, climb to 10800 via BPI R-320 thence all aircraft climb on course.





BILLINGS, MT

BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L**, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25**, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)

AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERSFERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20**, use KARPS (RNAV) DEPARTURE.

BOZEMAN, MT

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30**, use BOZEMAN DEPARTURE.

BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ min.

climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, thence... **Rwy 19**, Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1**, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19**, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO, WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13, 31, 2400-2 or std. w/ min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. w/ min. climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft:

Rwy 13, turn left. **Rwy 31**, climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC.

Southbound aircraft: **Rwy 13**, climb straight ahead.

Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/ min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2**, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6**, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.





BURLINGTON MOUNT VERNON, WA

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17' AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800. DEPARTURE PROCEDURE: **Rwys 4, 10, 22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30**, climbing left turn, thence... All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: Rwy 21, pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15**, std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29**, std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 29**, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 33**, climb direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL.

Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. **Rwy 33**, flagpole 1095' from departure end of runway, 730' left of centerline, 64' AGL/5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30**, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30**, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)
AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

All other runways, turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.



**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10238

CHEHALIS, WA**CHEHALIS-CENTRALIA**

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY**CHEYENNE RGNL/JERRY OLSON FIELD**

NOTE: **Rwy 13**, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27**, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31**, multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY**YELLOWSTONE RGNL (COD)****AMDT 4 10042 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22**, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22**, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4**, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22**, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID**COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)****AMDT 9 10042 (FAA)**

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT**COLSTRIP (M46)****AMDT 2 08157 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV)

DEPARTURE: **Rwy 24**, use CONUK (RNAV) DEPARTURE.

CONRAD, MT**CONRAD**

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR**CORVALLIS MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17**, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9**, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27**, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY**NORTH BIG HORN COUNTY**

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10238

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1½ or std. with a min. climb of 455' per NM to 2500.DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16**, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22**, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.NOTE: **Rwy 4**, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16**, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22**, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34**, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.**DILLON, MT**

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21**, NA.DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.**DOUGLAS, WY**

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11**, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23**, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29**, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.NOTE: **Rwy 5**, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23**, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.**DRIGGS, ID**

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/ min. climb of 224' per NM to 600.DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.NOTE: **Rwy 34**, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.**ELLENSBURG, WA**

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800.DEPARTURE PROCEDURE: **Rwys 7,29**, climbing right turn direct ELN VORTAC. **Rwys 11,25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.**EPHRATA, WA**

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, NA-Obstacles.DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2300 before proceeding on course. **Rwy 11**, climb heading 112° to 2200 before proceeding on course. **Rwy 21**, climb heading 207° to 2800 before proceeding on course.**EUGENE, OR**

MAHON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 1000 then climbing right turn...**Rwys 34L, 34R**, climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R**, tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L**, multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R**, multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading
050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR
VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for
direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of
353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R**, climbing
right turn, thence... **Rwys 29, 34L/R**, climbing left turn,
thence...

...for aircraft departing via V287 west bound, climb via
PAE VOR/DME R-236 to 3000. All others, climb direct
PAE VOR/DME, climb in PAE VOR/DME holding
pattern (NW, RT, 149° inbound) to MEA for route of
flight before proceeding on course.

NOTE: **Rwy 11**, multiple antennas on building, rod on
obstruction light, and trees beginning 326' from
departure end of runway, 387' right of centerline, up to
85' AGL/664' MSL. Tree 1156' from departure end of
runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy**
16L, multiple trees and pole beginning 588' from
departure end of runway, 220' left of centerline, up to 118'
AGL/697' MSL. Multiple trees, pole, and building
beginning 449' from departure end of runway, 162' right
of centerline, up to 78' AGL/657' MSL. **Rwy 16R**,
multiple trees beginning 1228' from departure end of
runway, 168' left of centerline, up to 140' AGL/699' MSL.
Multiple trees beginning 707' from departure end of
runway, 158' right of centerline, up to 118' AGL/687'
MSL. **Rwy 29**, multiple trees beginning 45' from
departure end of runway, 66' left of centerline, up to 111'
AGL/630' MSL. Multiple trees beginning 343' from
departure end of runway, 44' right of centerline, up to
110' AGL/689' MSL. **Rwy 34R**, multiple trees and pole
beginning 3340' from departure end of runway, 180' right
of centerline, up to 95' AGL/674' MSL. Tree 5762' from
departure end of runway, 221' left of centerline, 103'
AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track
048° to intercept SKA R-045 to 5300, then on
course. **Rwy 23**, climb on track 241° to 3400, then
on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468'
MSL, 194' from DER, 405' right of centerline. Terrain
2477' MSL, 461' from DER, 751' right of centerline.
Terrain 2477' MSL, 509' from DER, 750' right of
centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23**, std. w/ min. climb
of 274' per NM to 8900 or 5100-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23**, for climb in
visual conditions: Cross Fort Benton Airport at or above
8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct
FBR VOR/DME. Aircraft departing: FBR R-210 CW
R-135 climb on course; FBR R-136 CW R-209 cross
FBR VOR/DME at or above 9000. (Hold NE, right
turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR
NDB **Rwy 34**, climbing right turn direct FHR NDB, then
climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of
275' per NM to 5600, or 1200-3 for climb in visual
conditions. **Rwy 21**, 600-3 or std. w/ min. climb of 425'
per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via
heading 158° to 5100, before proceeding on course or,
for climb in visual conditions cross Gillette-Campbell
County airport at or above 5400 before proceeding on
course. **Rwy 21**, climb via heading 206° to 5200, before
proceeding on course.

NOTE: **Rwy 3**, windsock 1415' from DER, 100' left of
centerline, 24' AGL/4366' MSL. Trees beginning 1976'
from DER, 267' right of centerline, up to 30' AGL/4409'
MSL. **Rwy 16**, tower and poles beginning 1.61 NM from
DER, 1264' left of centerline, up to 57' AGL/4696' MSL.
Post and trees beginning 1.77 NM from DER, 300' right
of centerline, up to 51' AGL/4789' MSL. **Rwy 21**, fence
328' from DER, 267' left of centerline, 7' AGL/4352'
MSL, trees 2077' from DER, 1011' right of centerline,
30' AGL/4449' MSL, tree 7029' from DER, 2378' right of
centerline, 30' AGL/4729' MSL. **Rwy 34**, fence 1236'
from DER, 723' left of centerline, 16' AGL/4380' MSL.
Vehicle on road 1609' from DER, 419' left of centerline,
15' AGL/4394' MSL. Trees 3093' from DER, 936' right
of centerline, 30' AGL/4449' MSL. Vehicle on road
1610' from DER, 419' left of centerline, 15' AGL/4380'
MSL.

GOODING, ID

GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading
068° to 5000 before turning left. **Rwy 25**, climb heading
233° to 5600 before turning right.

NOTE: **Rwy 7**, rising terrain 59' from departure end of
runway, 479' right of centerline, up to 3754' MSL. Fence
line 653' from departure end of runway, 332' right of
centerline, 12' AGL up to 3751' MSL. Bushes starting
877' from departure end of runway, 420' right of
centerline, 20' AGL up to 3795' MSL. **Rwy 25**, vehicle on
road, 91' from departure end of runway, 257' left of
centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID

IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Obstacles.
DEPARTURE PROCEDURE: **Rwy 25**, Use MELLR
DEPARTURE.

GRANTS PASS, OR

GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 4000-3 or
std. with a min. climb of 360' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 30**, climb via heading
320 until passing 5000, then climbing right turn direct
RBG VOR/DME. Cross RBG VOR/DME at or above
MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS, WA AMDT 2, 10098

Rwy 15, Standard

Rwy 33, 300-1*

* Or standard with minimum climb of 430'/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, Climb heading
147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing
330° CW 070° and 135° CW 260° bearing from GRF
NDB climb on course. All others continue climb in GRF
NDB holding pattern (hold NW, RT, 147° inbound) to
cross GRF NDB at or above: 071° CW 134° bearing
from GRF NDB, 8500'; 261° CW 329° bearing from GRF
NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15**, Tree 100' AGL/ 439'
MSL, 1848' from DER, 430' right of centerline. **Rwy 33**,
Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of
centerline.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: **Rwy 7**, obstruction light on lighted wind sock 237'
from departure end of runway, 519' left of centerline, 34'
AGL/3694' MSL. Obstruction light on building 2226'
from departure end of runway, 614' left of centerline, 78'
AGL/3738' MSL. Building on 681' from departure end of
runway, 583' right of centerline, 48' AGL/3688' MSL.
Multiple light poles beginning 1359' from departure end
of runway, 440' right of centerline, up to 90' AGL/3746'
MSL. **Rwy 21**, pole 1544' from departure end of runway,
791' left of centerline, 45' AGL/3725' MSL. **Rwy 25**,
windmill 2.3 NM from departure end of runway, 4197'
right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. w/ min.
climb of 260' per NM to 4200.
DEPARTURE PROCEDURE: **All runways**, for
departures on Gey bearings 320° CW 150°, climb in
GEY NDB holding pattern to 9000 before departing on
course, then continue climb to MEA or assigned altitude.
Departures Gey bearings 150° CW 320° climb on
course.

NOTE: **Rwy 25**, bush 4955' from DER, 1268' right of
centerline, 2' AGL/4101' MSL.

GUERNSEY, WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a
min. climb of 320' per NM to 4700. **Rwy 32**, 1400-2 or
std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 5600
via heading 150°. **Rwy 32**, climb to 5800 via heading
070°. **All aircraft** continue on course.

HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13**, 2700-3 w/ min. climb
of 307' per NM to 6400, or 3600-3 for climb in visual
conditions. **Rwy 31**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13**, Climbing right
turn heading 149°, then on 160° course to HLE NDB,
or for climb in visual conditions: cross Friedman
Memorial Airport at or above 8800 heading 151°, then
on 151° course to HLE NDB.

NOTE: **Rwy 13**, multiple trees beginning 763' from
departure end of runway, 3' right of centerline, up to
100' AGL/5345' MSL. Multiple trees beginning 1.3
NM from departure end of runway, 2587' right of
centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV
DEPARTURE.

HAVRE, MT

HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1½ or std. w/
min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading
032° to 3300 then climbing left turn to 8000 direct HVR
VOR/DME thence... **Rwy 8**, climb heading 077° to 3300
then climbing left turn to 8000 via HVR R-025 to HVR
VOR/DME thence... **Rwy 21**, climb heading 212° to
3300 then climbing right turn to 8000 direct HVR VOR/
DME thence... **Rwy 26**, climb heading 257° to 3300 then
climbing right turn to 8000 direct HVR VOR/DME
thence...

...continue climb in hold in HVR VOR/DME holding
pattern (hold west, right turns, 094° inbound) to cross
HVR VOR/DME at or above 8000 before proceeding
on course.

NOTE: **Rwy 3**, pole 2682' from DER, 1044' left of
centerline, 21' AGL/2680' MSL. **Rwy 8**, obstruction
light on windsock 59' from DER, 224' left of centerline,
9' AGL/2588' MSL. Tree 1192' from DER, 752' left of
centerline, 25' AGL/2610' MSL. Tank 1.3 NM from
DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26**,
light on windsock, 50' from DER, 225' right of
centerline, 9' AGL/2589' MSL. Trees beginning 1617'
from DER, 650' right of centerline, 25' AGL/2659'
MSL.

HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9**, std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23**, 1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**, 1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16, 34, NA**.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climbing left turn heading 270°. **Rwys 23, 27**, climbing right turn heading 020°. **All Aircraft**: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5**, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. **Rwy 23**, pole 2198' from departure end of runway, 462' left of centerline, 76' AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27**, building 1593' from departure end of runway, 731' left of centerline, 58' AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4**, tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22**, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 110°. **Rwy 24**, climb runway heading.
All Aircraft climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, std. w/ min. climb of 450' per NM to 6300, or 500-2½ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 13**, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31**, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13**, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31**, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2**, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17**, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35**, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1**, use GEYSER DEPARTURE. **Rwy 19**, use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 500-1¼ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9**, bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27**, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, NA, Terrain. DEPARTURE PROCEDURE: **Rwy 27**, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27**, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)

AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, NA, terrain. **Rwy 30**, std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSONDB holding pattern (North, right turns, 175° inbound) to cross LSONDB at or above 3900, then via BTGR-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTGR-309 to BTG VORTAC.

NOTE: **Rwy 30**, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34**, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Terrain. **Rwy 14**, std. w/ min. climb of 300' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 400' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 350' per NM to 7100, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 25**, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 32**, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14**, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25**, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32**, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34**, 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16**, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: **Rwy 12, 16**, climbing left turn direct LGD NDB, thence; **Rwys 30, 34**, climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34**, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12, 21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32**, NA. DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN, MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7, 12**, 900-2 or std. with a min. climb of 220' per NM to 6200. DEPARTURE PROCEDURE: **Rwys 2, 30** turn left. **Rwys 7, 12, 20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26**, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8**, std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 8, 26**, for climb in visual conditions: cross Lexington Airport at or above 3600. NOTES: **Rwy 8**, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33**, not authorized. **Rwy 15**, use EYEESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31**, NA-Environmental. DEPARTURE PROCEDURE: **Rwys 4, 22**, use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22**, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... **Rwy 16**, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... **Rwy 22**, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... ...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight. NOTE: **Rwy 4**, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40' AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16**, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34**, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.



MC CALL, ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.**MC CHORD FIELD (KTCM)**

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16**, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34**, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16**, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline.

Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34**, Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1¼ or std. w/min.

climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17**, std. w/min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22**, std. w/min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

...

Rwy 17,22, climbing left turn to intercept UBG R-183 to

UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35**, climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17**, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22**, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35**, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD (MFR)

AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-Obstacles.

Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32**, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.DEPARTURE PROCEDURE: **Rwys 11,29**, use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R**, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL.

Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L**, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

*Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10**, 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28**, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct STI NDB. **Rwy 28**, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29**, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11**, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 17, 23, 35**, NA. **Rwy 13**, 200-1 or std. with a min. climb of 275' per NM to 4400.

Rwy 31, 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31**, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13**, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31**, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 16**, turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions.

Rwy 13, 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31**, 300-1½ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to intercept OTH VORTAC R-337 northward bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13**, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22**, climb heading 223° to 700 before proceeding on course. **Rwy 31**, climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4**, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13**, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22**, ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31**, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 300-1 DEPARTURE PROCEDURE: **Rwy 7**, climb via heading 071° to 2000, then climbing right turn direct CVV

VOR/DME. Continue climb on course. **Rwy 25**, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7**, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25**, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence... **Rwy 17**, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence... or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... **Rwy 26,35**, climbing right turn direct OLM VORTAC, thence...

...continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17**, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26**, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35**, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17**, 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, use GETNG RNAV DEPARTURE. **Rwy 35**, NA.



ONTARIO, OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14**, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32**, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34**, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...

Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL.

Rwy 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29**, terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29**, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12**, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. **Rwy 30**, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB.

Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8, 13, 26, 31**, use WATTR FIVE DEPARTURE.



PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R**, std. w/ min. climb of 270' per NM to 2900. **Rwy 21**, std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L, 10R**, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21**, climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ...

Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3**, signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L**, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R**, pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21**, trees beginning 1319' from departure end of runway, 155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L**, trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct UBG VOR/DME. ... **Rwy 20**, climbing left turn direct UBG VOR/DME. ... **Rwys 2, 30**, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME. ...

... all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12**, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20**, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30**, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7**, 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left.

Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CWR-055 or R-085 CWR R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)

AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 16, 21, 34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CWR R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13**, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31**, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15**, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28**, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33**, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15**, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28**, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33**, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319' MSL.



PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23**, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5**, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23**, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34**, 300-1.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn. **Rwy 34**, climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16**, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34**, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/ min. climb of 269' per NM to 4700. **Rwy 28**, std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10**, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22**, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28**, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¼ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34**, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence... Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16**, trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34**, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17**, 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35**, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.



**RICHLAND, WA**

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8**, std. w/ min. climb of 310' per NM to 5000. **Rwy 19**, std. w/ min. climb of 480' per NM to 5000. **Rwy 26**, std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1, 8**, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 26**, climb heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1**, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8**, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19**, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26**, antenna 310' from DER, 444' right of centerline, up to 7' AGL/408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28**, climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1**, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10**, sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19**, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28**, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9**, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21**, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27**, climb heading 270° to 7900, then climbing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3**, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21**, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34**, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16**, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34**, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.



ROSEBURG, OR

ROSEBURG RGSL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34**, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16**, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34**, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from departure end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNLOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNLOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17**, NA. **Rwy 35**, 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17**, NA. **Rwy 35**, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1**, 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19**, 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to COE VOR/DME via heading 200° and COE R-002.

Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5**, turn left heading 280°. **Rwy 23**, turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33**, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15**, 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33**, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 280' per NM to 3400.



SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L**, 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R**, std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L**, std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 31R**, std. w/ a min. climb of 334' per NM to 900, or 400-1½ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R**, climbing right turn. **Rwys 31L/R**, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L**, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL.

Rwy 13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L**, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy 31R**, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R**, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L**, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C**, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R**, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L**, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5**, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11**, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. **Rwy 23**, climbing left turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5**, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23**, multiple trees beginning 52' from departure end of runway, 149' left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

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**SHERIDAN, WY****SHERIDAN COUNTY**TAKE-OFF MINIMUMS: **Rwy 5**, 700-3 or std. w/ min.

climb of 318' per NM to 5100, or... **Rwy 14**, 800-3 or std. w/ min. climb of 263' per NM to 5100, or... **Rwy 23**, 900-3 or std. w/ min. climb of 348' per NM to 5100, or...
... 1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 14**, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 23**, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 32**, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...
... climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5**, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23**, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32**, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT**SIDNEY-RICHLAND MUNI (SDY)****AMDT 4 10210 (FAA)**TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1**, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19**, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29**, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA**HARVEY FIELD (S43)****ORIG 09127 (FAA)**TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles.

Rwy 15L, std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R**, std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L**, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence... **Rwy 33R**, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: **Rwy 15L**, tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R**, powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



**SPOKANE, WA**

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R**, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R**, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L**, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R**, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L**, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R**, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25**, climbing left turn direct GEG VORTAC, thence... **Rwys 7, 21**, climbing right turn direct GEG VORTAC, thence... continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3**, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21**, pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12**, do not exceed 210 knots until established on MSOR-163. **Rwy 30**, do not exceed 210 knots until established on MSOR-160.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn via heading 335 and MSOR R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30**, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36**, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36**, climb direct to DSD VORTAC. Then all aircraft climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17**, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35**, turn left, climb via heading 270° to intercept SEA R-230 then direct CARROINT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19**, NA. **Rwy 31**, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: **Rwys 1, 13, 19**, NA.

Rwy 31, use FETUJ RNAV DEPARTURE.



**TORRINGTON, WY**

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: **Rwy 2**, terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10**, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28**, terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWFF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWFF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26**, 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... **Rwy 26**, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26**, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2, 7, 20, 25, 34**, turn left. **Rwy 16**, turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16**, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20**, light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34**, terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 3900 before proceeding on course. **Rwy 30**, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12**, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30**, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12**, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwys 25, 30, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading. **Rwys 25, 30**, climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH:

Rwy 1, ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500





WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JZZY Int, thence... **Rwy 26**, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8**, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL.

Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22, 27**, 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4**, NA. **Rwys 9, 22, 27**, Use ZILLA DEPARTURE PROCEDURE.

WHIDBEY ISLAND NAS (AULT FIELD)

(KNW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7**:

Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25**: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7**: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL.

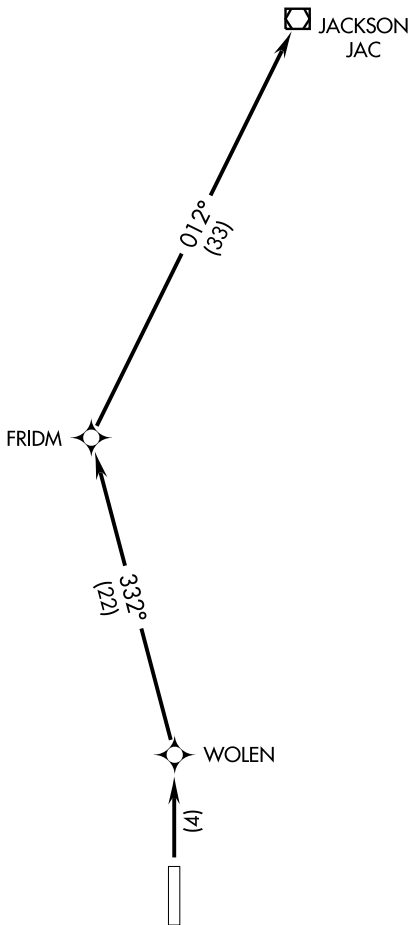
Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25**: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7**: Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14**: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.



AFTON TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



NOTE: Chart not to scale.

- NOTE: 1. GPS Required.
- 2. RNAV 1

TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 330 feet per NM to 10700.
Rwy 16: NA- Obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 34: Tree 1054 feet from DER, 605 feet right of centerline, 40' AGL/6241' MSL.
Tree 1703 feet from DER, 235 feet right of centerline, 40' AGL/6259' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 13000 direct WOLEN, and via 332° track to FRIDM, then via 012° track to JAC VOR/DME.

AFTON MUNI (AFO) 1 SW UTC-7(-6DT) N42°42.53' W110°56.53'

6221 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CPR

RWY 16-34: H7025X75 (ASPH-PFC) S-24 MRL 0.5% up S

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole. Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1500-0000Z+. Fuel avbl 24 hrs by self svc with credit card. Ultralight activity invof arpt. Snowbanks 4' to 7' along rws and taxiways edges from Oct-May with slick spots all surfaces. ACTIVATE MRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES—AWOS-3 119.025 (307) 885-2654.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIG PINEY RCO 122.3 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 128.35

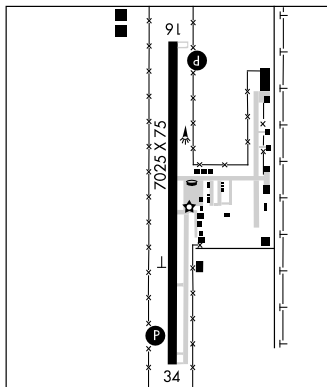
RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77' W110°06.55' 266° 37.7 NM to fld. 6960/16E.

SALT LAKE CITY

H-3D, L-11D

IAP



ALPINE (46U) 1 NW UTC-7(-6DT) N43°11.08' W111°02.55'

5634 FUEL 100LL TPA-6634(1000) NOTAM FILE CPR

RWY 13-31: H5850X50 (ASPH) S-5

RWY 13: Rgt tfc.

RWY 31: Thld displcd 400'. Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Fuel avbl by 24 hr credit card service. Birds on and invof arpt. Glider ops invof arpt, including tfc pat. Fences, buildings and trees within 120' N and S of centerline first 4100' Rwy 31.

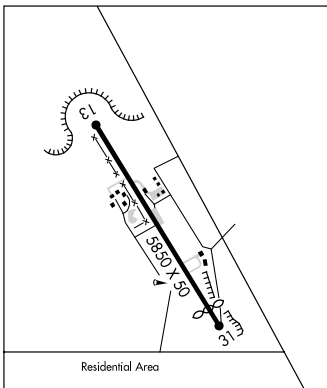
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22' W112°39.13' 058° 73.3 NM to fld. 4433/17E.

SALT LAKE CITY

H-3D, L-11D



ANTELOPE GAP N42°01.82' W104°44.58'

RCO 122.2 (CASPER RADIO)

CHEYENNE

L-12F

BIG PINEY N42°34.77' W110°06.55' NOTAM FILE BPI.

(H) VORW/DME 116.5 BPI Chan 112 at Miley Mem Fld. 6960/16E.

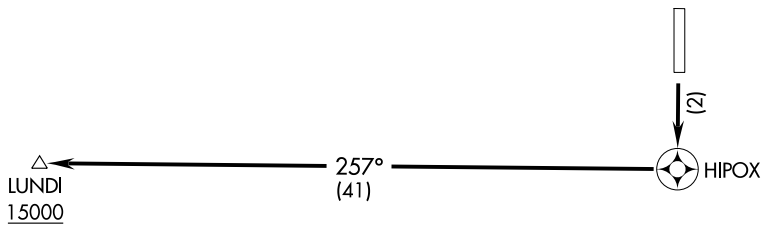
RCO 122.3 (CASPER RADIO)

SALT LAKE CITY

H-3D, L-11D

LUNDI TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



TAKE-OFF MINIMUMS

Rwy 16: Standard with minimum climb of 515 feet per NM to 10400.

Rwy 34: NA- obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Tree 1807 feet from DER, 298 feet right of centerline, 40' AGL/6277' MSL.

NOTE: 1. GPS Required.

2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.

APP CRS 156°	Rwy Idg 7025
	TDZE 6188
	Apt Elev 6221

RNAV (GPS) RWY 16

AFTON MUNI (AFO)

NA DME/DME RNP -0.3 NA.
If local altimeter setting not received, procedure NA.
Circling NA east of Rwy 16-34.

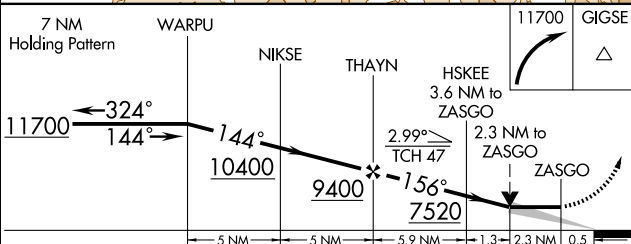
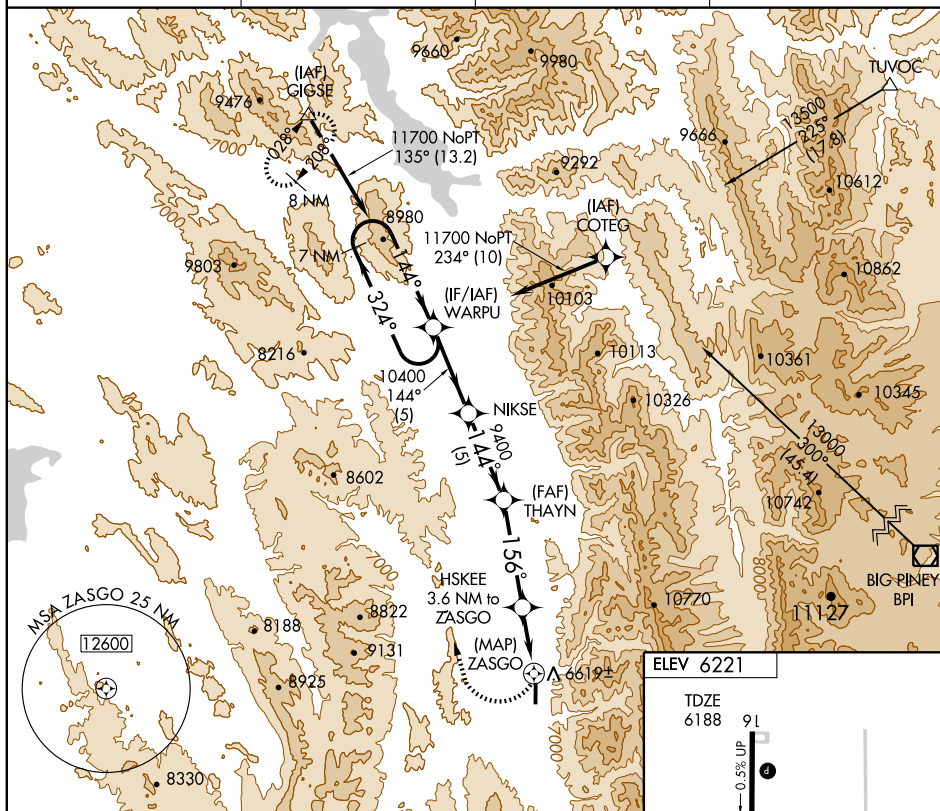
MISSED APPROACH: Climbing right turn to 11700 direct GIGSE and hold. When authorized by ATC, climb-in-hold to 15000.

AWOS-3
119.025

SALT LAKE CENTER
128.35 381.6

CASPER RADIO
122.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	7140-1¼ 952 (1000-1¼)	7140-1½ 952 (1000-1½)	7140-3 952 (1000-3)	NA
CIRCLING	7140-1¼ 919 (1000-1¼)	7140-1½ 919 (1000-1½)	7140-3 919 (1000-3)	NA

ELEV 6221

TDZE 6188

91

0.5% UP

7025 X 75

34

MIRL Rwy 16-34

REIL Rwy 16 and 34

RNAV (GPS) RWY 34

AFTON MUNI (AFO)

7 NM Holding Pattern

CAALL

ALLRD

POKEE 8 NM to RW34

PITSZ 6 NM to RW34

11500

166°

346°

346°

10100

9300

8660

3.76° TCH 45

4.3 NM to RW34

RW34

7025 X 75

TDZE 6221

346° to RW34

34

MIRL Rwy 16-34

REIL Rws 16 and 34

CATEGORY	A	B	C	D
LNAV MDA	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA
CIRCLING	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

BIG PINEY

MILEY MEM FLD (BPI) 3 N UTC-7(-6DT) N42°35.11' W110°06.67'

SALT LAKE CITY

6990 B S2 FUEL 100LL, JET A NOTAM FILE BPI

H-3D, L-11D

RWY 13-31: H6803X75 (ASPH-PFC) S-22, D-33.6 MIRL 0.7% up NW IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

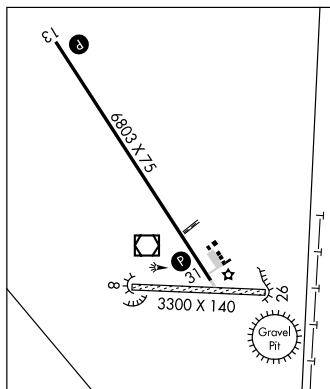
RWY 08-26: 3300X140 (TURF-DIRT) 0.5% up W

RWY 08: Pole.

AIRPORT REMARKS: Attended 1400-0100Z†. For assistance call 307-276-4299. For FBO svc after hrs call 307-749-1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08-26 no line of sight between rwy ends. 3' to 5' snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000' rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13-31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31-122.7.

WEATHER DATA SOURCES—ASOS 135.225 (307) 276-9917.**COMMUNICATIONS:** CTAF/UNICOM 122.8**BIG PINEY RCO** 122.3 (CASPER RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77' W110°06.55' at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79' W108°17.98' NOTAM FILE CPR.

CHEYENNE

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

H-3E, L-11E

RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC-7(-6DT) N44°22.87' W106°43.31'

CHEYENNE

4968 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BYG

H-1E, 2F, L-13D

RWY 13-31: H6143X75 (ASPH) S-12.5 MIRL 1.1% up NW IAP

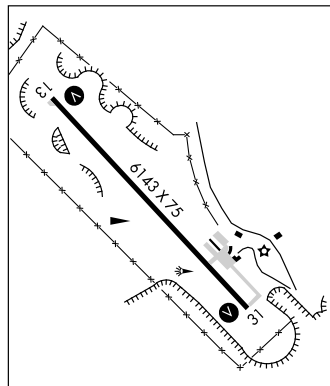
RWY 13: VASI(V2L)—GA 4.0° TCH 36'. Fence.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z†. Sat 1500-1900Z†. For fuel after hrs call 307-684-5297. For svc after hrs call 307-684-5297. Terrain drops off both sides of Rwy 13-31. Rwy 31 +250' drop 170' left first 417'. Deer on and in ovf arpt. NSTD markings Rwy 13-31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD separation from centerline. ACTIVATE MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 135.425 (307) 684-2558.**COMMUNICATIONS:** CTAF/UNICOM 122.8**CRAZY WOMAN RCO** 122.025 (CASPER RADIO)**RADIO AIDS TO NAVIGATIONS:** NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98' W106°26.14' 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE

FSS (CPR) TF 1-800-WX-BRIEF.

L-11E, 12F

RCO 122.4 122.2 (CASPER RADIO)

APP CRS 312°	Rwy Idg 6803
	TDZE 6965
	Apt Elev 6990

GPS RWY 31

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

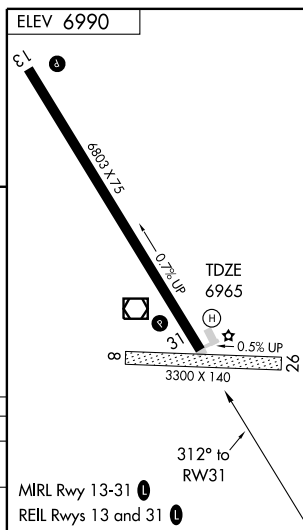
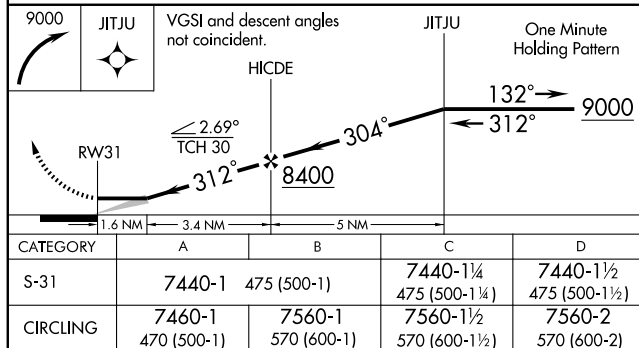
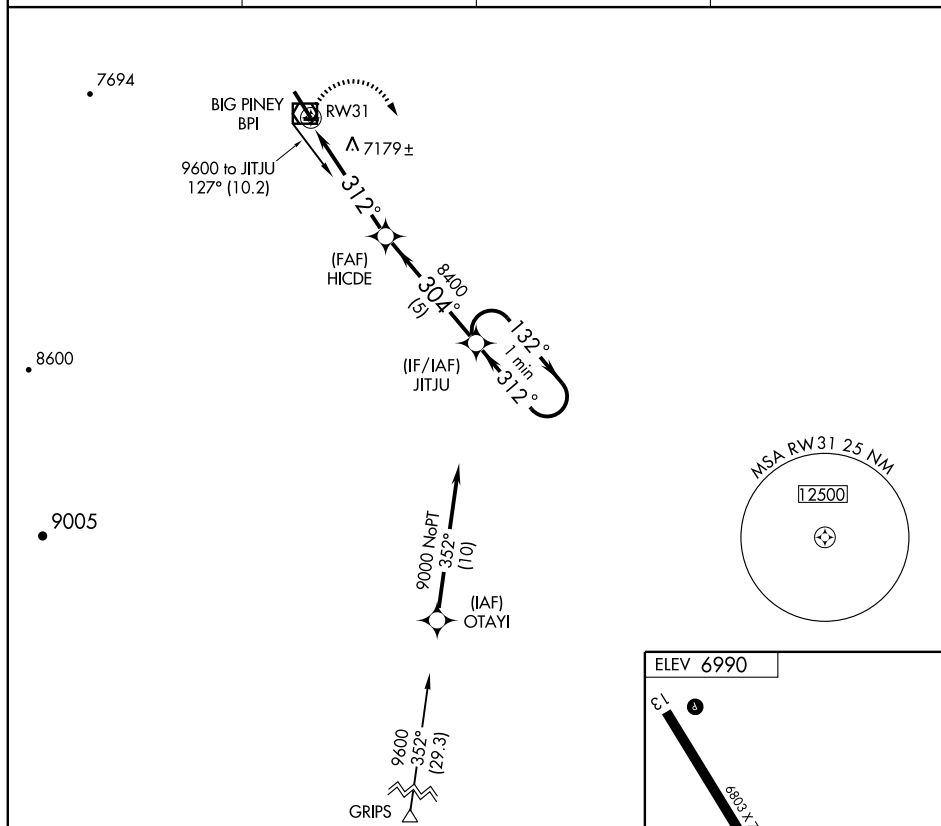


MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.

ASOS
135.225CASPER RADIO
122.3UNICOM
122.8 (CTAF)**122.7**

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



BIG PINEY, WYOMING

Orig-B 10042

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

42°35'N-110°07'W

GPS RWY 31

VOR/DME BPI 116.5 Chan 112	APP CRS 298°	Rwy Idg TDZE Apt Elev 6803 6965 6990
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VOR RWY 31

BIG PINEY/MILEY MEMORIAL FIELD (BPI)

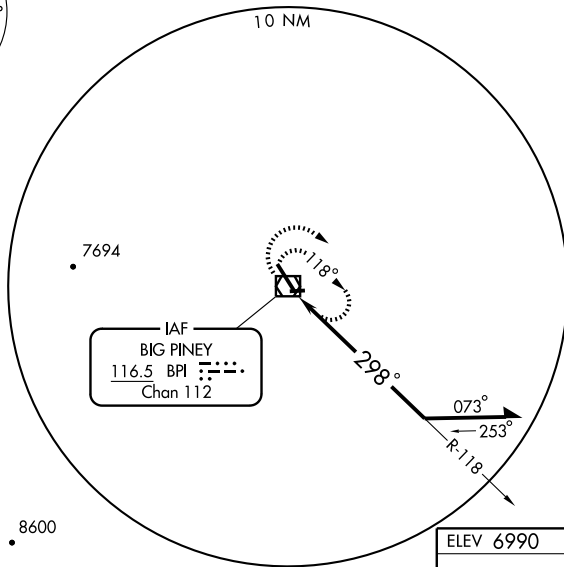
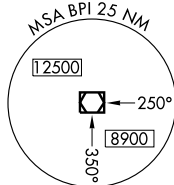


MISSED APPROACH: Climbing right turn to 10000 on BPI R-118, then return to BPI VOR/DME and hold.

ASOS
135.225

CASPER RADIO
122.3

UNICOM
122.8 (CTAF)

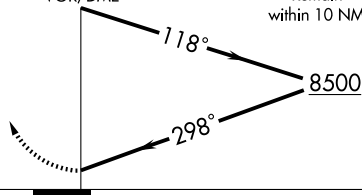
122.7

10000
BPI
R-118

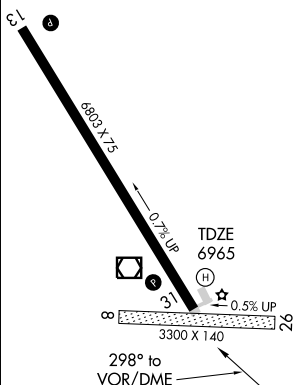
BPI
116.5

VOR/DME

Remain
within 10 NM



ELEV 6990



CATEGORY	A	B	C	D
S-31	7680-1 715 (700-1)		7680-2 715 (700-2)	7680-2 715 (700-2 1/4)
CIRCLING	7680-1 690 (700-1)		7680-2 690 (700-2)	7680-2 690 (700-2 1/4)

MIRL Rwy 13-31

REIL Rwy 13 and 31

BIG PINEY

MILEY MEM FLD (BPI) 3 N UTC-7(-6DT) N42°35.11' W110°06.67'

SALT LAKE CITY

6990 B S2 FUEL 100LL, JET A NOTAM FILE BPI

H-3D, L-11D

RWY 13-31: H6803X75 (ASPH-PFC) S-22, D-33.6 MIRL 0.7% up NW

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

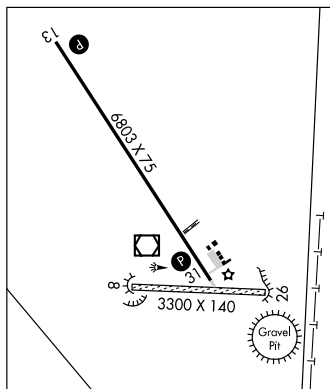
RWY 08-26: 3300X140 (TURF-DIRT) 0.5% up W

RWY 08: Pole.

AIRPORT REMARKS: Attended 1400-0100Z†. For assistance call 307-276-4299. For FBO svc after hrs call 307-749-1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08-26 no line of sight between rwy ends. 3' to 5' snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000' rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13-31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31-122.7.

WEATHER DATA SOURCES—ASOS 135.225 (307) 276-9917.**COMMUNICATIONS:** CTAF/UNICOM 122.8**BIG PINEY RCO** 122.3 (CASPER RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77' W110°06.55' at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79' W108°17.98' NOTAM FILE CPR.

CHEYENNE

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

H-3E, L-11E

RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC-7(-6DT) N44°22.87' W106°43.31'

CHEYENNE

4968 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BYG

H-1E, 2F, L-13D

RWY 13-31: H6143X75 (ASPH) S-12.5 MIRL 1.1% up NW

IAP

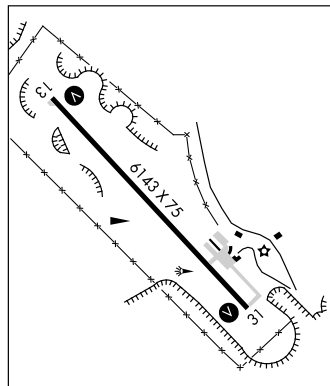
RWY 13: VASI(V2L)—GA 4.0° TCH 36'. Fence.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z†. Sat 1500-1900Z†. For fuel after hrs call 307-684-5297. For svc after hrs call 307-684-5297. Terrain drops off both sides of Rwy 13-31. Rwy 31 +250' drop 170' left first 417'. Deer on and in ovf arpt. NSTD markings Rwy 13-31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD separation from centerline. ACTIVATE MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 135.425 (307) 684-2558.**COMMUNICATIONS:** CTAF/UNICOM 122.8**CRAZY WOMAN RCO** 122.025 (CASPER RADIO)**RADIO AIDS TO NAVIGATIONS:** NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98' W106°26.14' 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE

FSS (CPR) TF 1-800-WX-BRIEF.

L-11E, 12F

RCO 122.4 122.2 (CASPER RADIO)

APP CRS
306°

Rwy ldg **6143**
TDZE **4937**
Apt Elev **4968**

RNAV (GPS) RWY 31

BUFFALO/JOHNSON COUNTY (BYG)

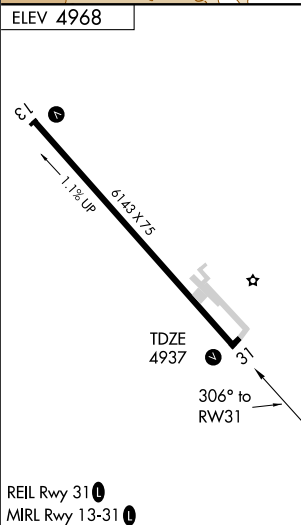
Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7400 direct ONECI and hold.

ASOS
135.425

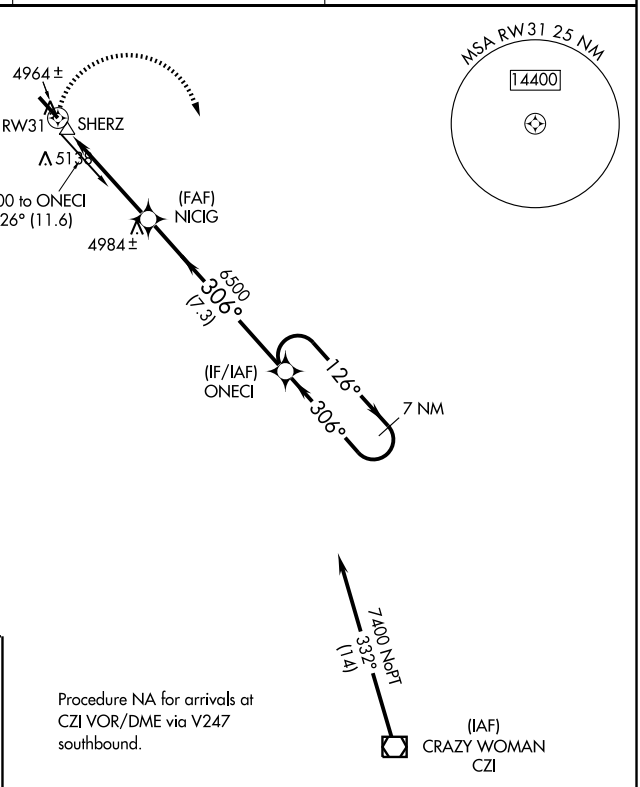
CASPER RADIO
122.025

UNICOM
122.8 (CTAF)



REIL Rwy 31
MIRL Rwy 13-31

BUFFALO, WYOMING
Orig 10042



Procedure NA for arrivals at CZI VOR/DME via V247 southbound.

7400	ONECI	7 NM Holding Pattern			
NICIG		ONECI			
RW31		126° 7400			
≤ 3.04° TCH 32		306°			
4.9 NM		7.3 NM			
CATEGORY	A	B	C	D	
LNAV MDA	5340-1	403 (400-1)	5340-1¼	403 (400-1¼)	
CIRCLING	5440-1 472 (500-1)	5520-1 552 (600-1)	5540-1½ 572 (600-1½)	5660-2¼ 692 (700-2¼)	

44°23'N- 106°43'W

BUFFALO/JOHNSON COUNTY (BYG)
RNAV (GPS) RWY 31

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME CZI 117.3 Chan 120	APP CRS 319°	Rwy Idg 6143 TDZE 4937 Apt Elev 4968
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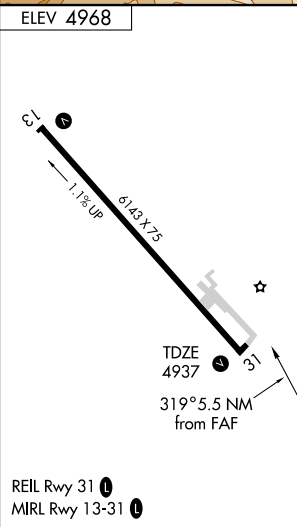
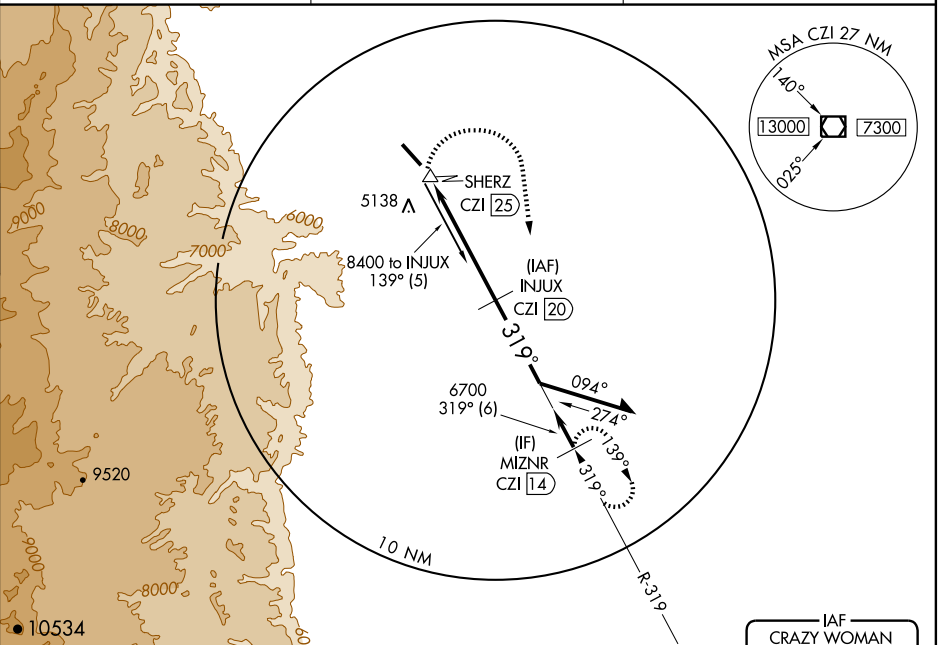
VOR/DME RWY 31

BUFFALO/JOHNSON COUNTY (BYG)

▼ Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

ASOS 135.425	CASPER RADIO 122.025	UNICOM 122.8 (CTAF) ①
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7600	CZI R-319 117.3	MIZNR CZI 14	INJUX CZI 20	8100	139°	7600
7600	ZEDRI CZI 25.2	3.02°	TCH 32	6700	319°	
0.4	5.1 NM					
CATEGORY	A	B	C	D		
S-31	5680-1 743 (800-1)	5680-1¼ 743 (800-1¼)	5680-2¼ 743 (800-2¼)	5680-2½ 743 (800-2½)		
CIRCLING	5680-1 712 (800-1)	5680-1¼ 712 (800-1¼)	5680-2¼ 712 (800-2¼)	5680-2½ 712 (800-2½)		

AIRPORT DIAGRAM

AL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)

CASPER, WYOMING

ATIS
126.15
CASPER TOWER★
118.3 257.8
GND CON
121.9
CLNC DEL
121.9 257.8

D

FIELD
ELEV
5350

ELEV
5350

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

VAR 102° E

42° 55'N

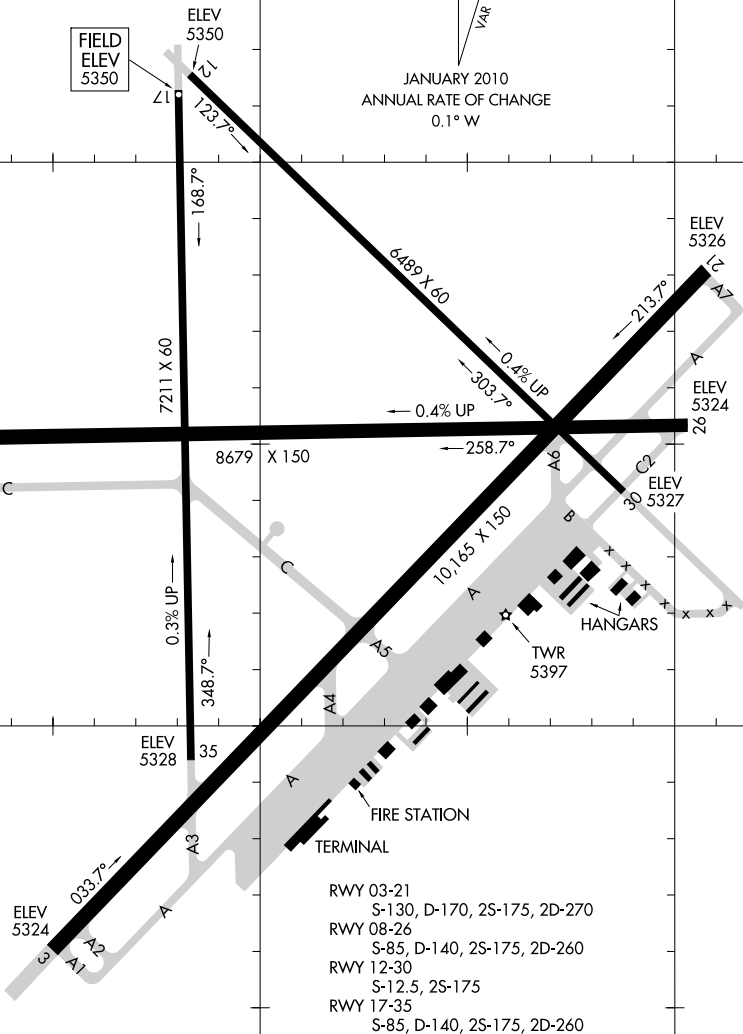
42° 54'N

106° 28'W

106° 27'W

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CASPER, WYOMING
CASPER/NATRONA COUNTY INTL (CPR)

10210

CASPER

CASPER/NATRONA CO INTL (CPR) 7 NW UTC-7(-6DT) N42°54.48' W106°27.87'

CHEYENNE

5350 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B
NOTAM FILE CPR

H-3E, 5A, L-11E, 12F
IAP, AD

RWY 03-21: H10165X150 (ASPH-GRVD) S-130, D-170, 2S-175, 2D-270 HIRL

RWY 03: MALSR. VASI(V4R)—GA 3.0° TCH 53'.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 56'.

RWY 08-26: H8679X150 (ASPH-GRVD) S-85, D-140, 2S-175, 2D-260 HIRL

RWY 08: MALSR. VASI(V4R)—GA 3.0° TCH 104'.

RWY 26: REIL. VASI(V4R)—GA 3.0° TCH 43'. 0.4% up.

RWY 17-35: H7211X60 (ASPH-PFC) S-85, D-140, 2S-175, 2D-260 0.3% up N

RWY 12-30: H6489X60 (ASPH-PFC) S-12.5, 2S-175 0.4% up NW

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-10165 TODA-10165 ASDA-10165 LDA-10165

RWY 08: TORA-8679 TODA-8679 ASDA-8679 LDA-8679

RWY 21: TORA-10165 TODA-10165 ASDA-10165 LDA-10165

RWY 26: TORA-8679 TODA-8679 ASDA-8679 LDA-8679

AIRPORT REMARKS: Attended continuously. Emergency power available

Rwy 08-26 and Rwy 03-21. Rwy 08-26 and Rwy 03-21 have lighted distance remaining signs. Rwy 12-30 CLOSED indef. Rwy 17-35 CLOSED indef. Rwy 03 touchdown rwy visual range avbl.

Rwy 08 touchdown rwy visual range avbl. 225' crane 1 NM northwest of arpt. When twr clsd ACTIVATE HIRL Rwy 03-21 and Rwy 08-26, MALSR Rwy 03 and Rwy 08 and twy lights—CTAF. US customs user fee arpt. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (307) 265-4461. LAWRS (1200-0400Z‡).

COMMUNICATIONS: CTAF 118.3 ATIS 126.15 UNICOM 122.95

CASPER RCO 122.4 122.2 (CASPER RADIO)

Ⓡ CASPER APP/DEP CON 120.65 119.0 (1200-0400Z‡)

Ⓡ DENVER CENTER APP/DEP CON 135.6 (0400-1200Z‡)

CASPER TOWER 118.3 (1200-0400Z‡) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

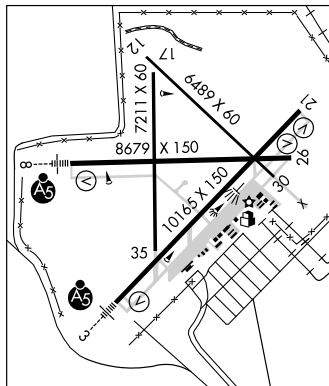
MUDDY MOUNTAIN (H) VORTACW 116.2 DDY Chan 109 N43°05.45' W106°16.62' 205° 13.7 NM to fld.
5863/12E.

JOHNO NDB (LOM) 375 CP N42°54.43' W106°34.20' 077° 4.7 NM to fld.

ILS 111.3 I-SYD Rwy 03. Class IT.

ILS 110.3 I-CPR Rwy 08. Class IE. LOM JOHNO NDB. Glide slope unusable above 7100'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. For clearance req and delivery when twr is clsd ctc Casper Radio on 118.3. Ctc Casper Radio for arpt advisory service on 118.3 when twr is clsd.



HARFORD FLD (HAD) 5 N UTC-7(-6DT) N42°55.46' W106°18.57'

CHEYENNE

5370 FUEL 100LL NOTAM FILE CPR

RWY 07-25: 3810X30 (DIRT)

RWY 07: Building.

AIRPORT REMARKS: Unattended. For fuel call arpt manager 307-234-6161. Antelope on and in the vicinity of arpt.

Rwy 07 +18' building, 255' from rwy end, 60' left, obstruction slope 18:1. Rwy 07-25 first 270' of rwy from thld can be muddy with standing water after rain. Abandoned arpt 1.5 miles W.

COMMUNICATIONS: CTAF 122.9

CASPER/NATRONA CO INTL (See CASPER)

CHEROKEE N41°45.34' W107°34.92' NOTAM FILE CPR.

CHEYENNE

(H) VORW/DME 115.0 CKW Chan 97 065° 17.4 NM to Rawlins Muni. 7050/15E.

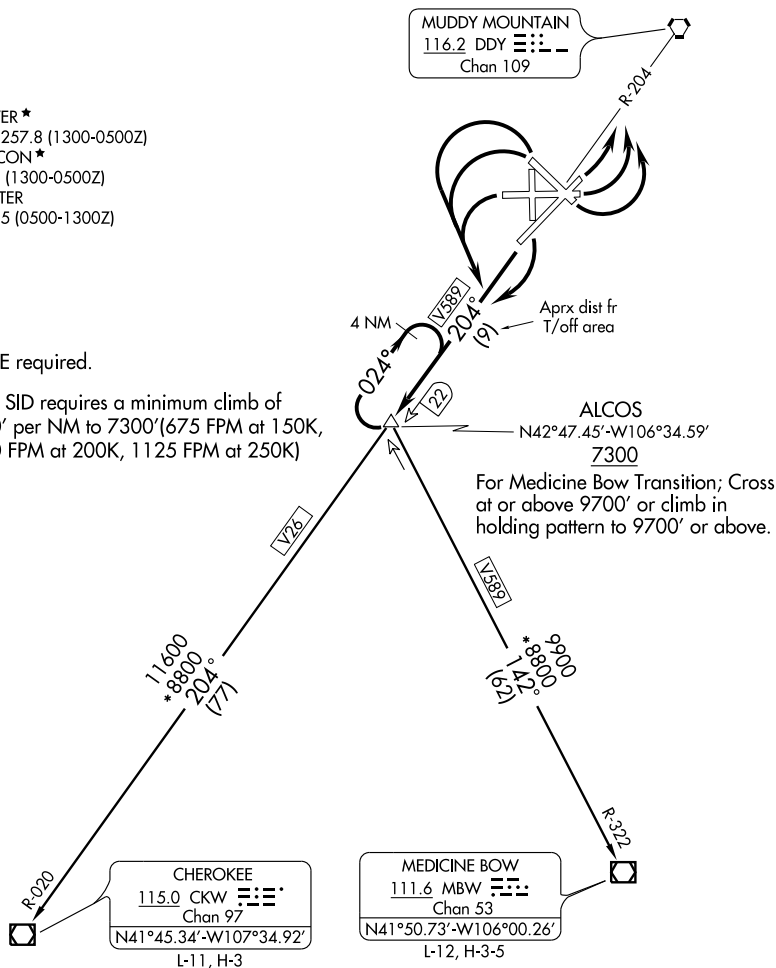
H-3E, L-11E

RCO 122.4 (CASPER RADIO)

ATIS 126.15
 CLNC DEL
 121.9 257.8
 GND CON
 121.9 257.8
 CASPER TOWER ★
 118.3 (CTAF) 257.8 (1300-0500Z)
 CASPER DEP CON ★
 120.65 354.1 (1300-0500Z)
 DENVER CENTER
 135.6 363.025 (0500-1300Z)

NOTE: DME required.

NOTE: This SID requires a minimum climb of 270' per NM to 7300' (675 FPM at 150K, 900 FPM at 200K, 1125 FPM at 250K)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn right, thence. . .

ALL OTHER RUNWAYS: Turn left, thence. . .

...climb via DDY R-204 to cross ALCOS INT at or above 7300', then via (transition) or (assigned route).

CHEROKEE TRANSITION (ALCOS3.CKW): Via DDY R-204 and V26 to CKW VOR/DME.

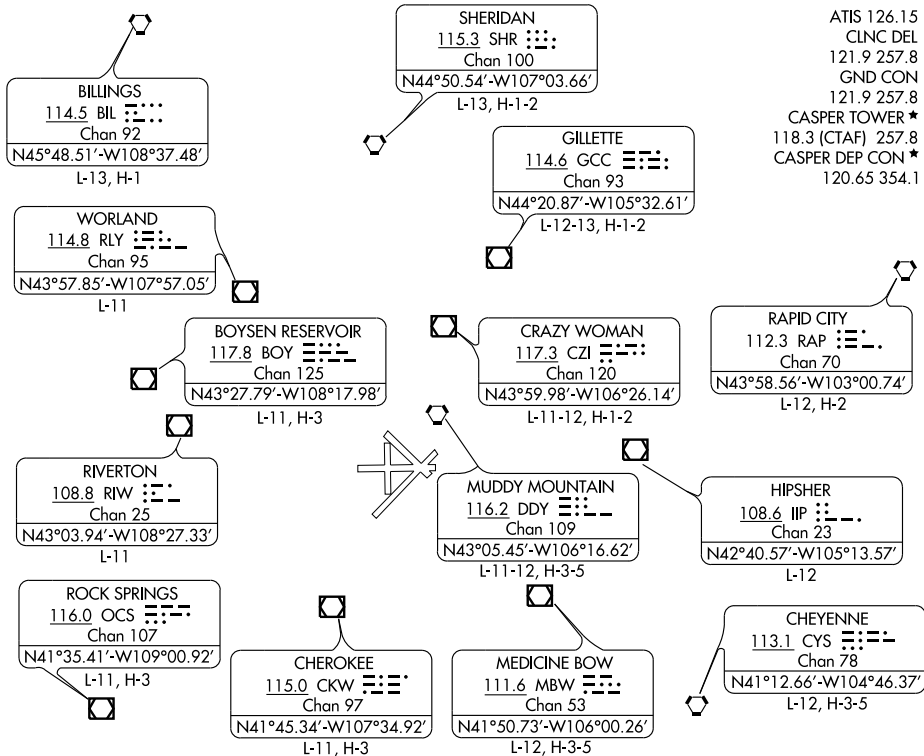
MEDICINE BOW TRANSITION (ALCOS3.MBW): Via MBW R-322 to MBW VOR/DME.
Cross ALCOS INT at or above 9700' or climb in holding pattern to 9700' or above.

CASPER TWO DEPARTURE

SL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)

CASPER, WYOMING



TAKE-OFF MINIMUMS

Rwy 12, 17, 30, 35, NA- Environmental.

Rwy 3, 8, 26, Standard.

Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence . . .

TAKE-OFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence . . .

TAKE-OFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned by ATC thence . . .

TAKE-OFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence . . .

. . . Maintain 14000' or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VORTAC, then via assigned route. Runways 3 and 8 turn left to DDY VORTAC, runways 21 and 26 turn right to DDY VORTAC.

CASPER TWO DEPARTURE

LOC I-SYD 111.3	APP CRS 032°	Rwy Idg TDZE 5328 Apt Elev 5350
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ILS or LOC RWY 3

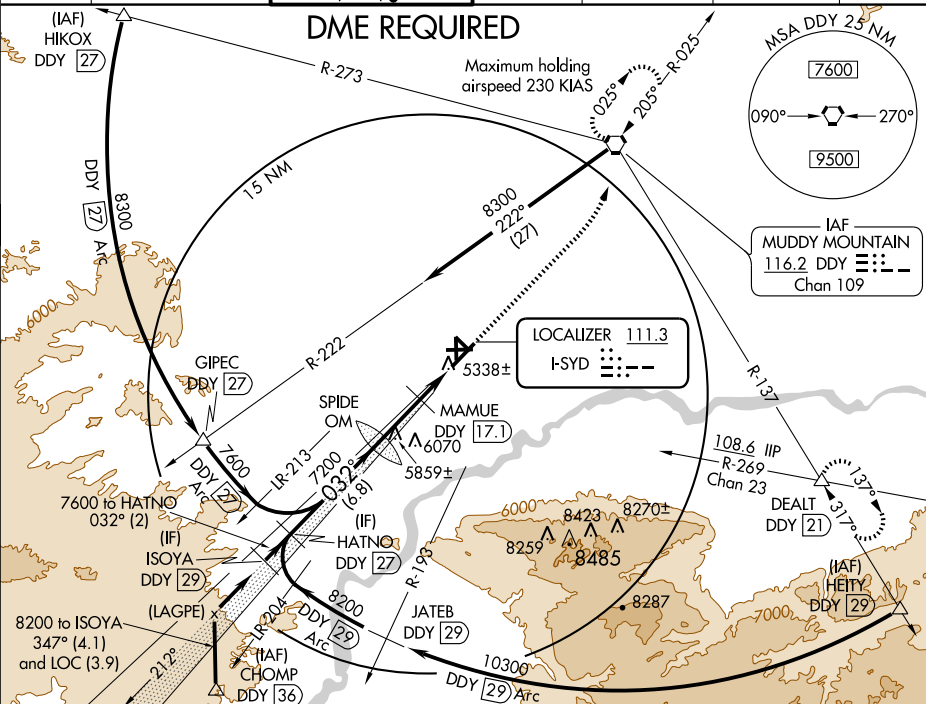
CASPER/NATRONA COUNTY INTL (CPR)

▼ For inoperative MALS, increase S-ILS-3 Cat E visibility to RVR 4000.
 ▲ S-LOC-3 Cat E visibility to 3. MAMUE FIX MINIMUMS: For inoperative MALS, increase S-LOC-3 Cats D and E visibility to 1. DME from DDY VORTAC, simultaneous reception of I-SYD and DDY DME required.
 # RVR 1800 authorized with the use of FD or AP or HUD to DA.

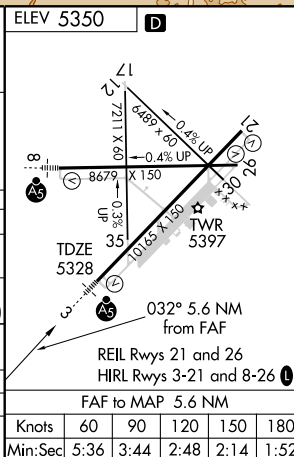


MISSED APPROACH: Climb to 7500 then left turn direct DDY VORTAC and hold. (TACAN aircraft continue climb to 12000 via DDY VORTAC R-137 to DEALT/DDY 21 DME and hold SE, right turn, 317° inbound).

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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Procedure	ISOYA Turn NA	HATNO DDY 27	SPIDE OM	MAMUE DDY 17.1	7500 ↑	DDY 116.2
	8200	7600	7200	7188		
	032°					
GS 3.00°						
TCH 53						
	2 NM	6.8 NM	3.2 NM	2.4 NM		
CATEGORY	A	B	C	D	E	
S-ILS 3	# 5528/24 200 (200-½)				5528/24 200 (200-½)	
S-LOC 3	6140/24 812 (800-½)	6140/40 812 (800-¾)	6140-2 812 (800-2)	6140-2¼ 812 (800-2¼)	6140-2½ 812 (800-2½)	
CIRCLING	6140-1 790 (800-1)	6140-1¼ 790 (800-1¼)	6140-2½ 790 (800-2½)	6140-2¾ 790 (800-2¾)	6220-3 870 (900-3)	
MAMUE FIX MINIMUMS						
S-LOC 3	5600/24 272 (300-½)		5600/40 272 (300-¾)			
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)	6220-3 870 (900-3)	

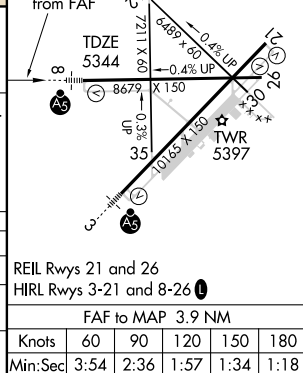
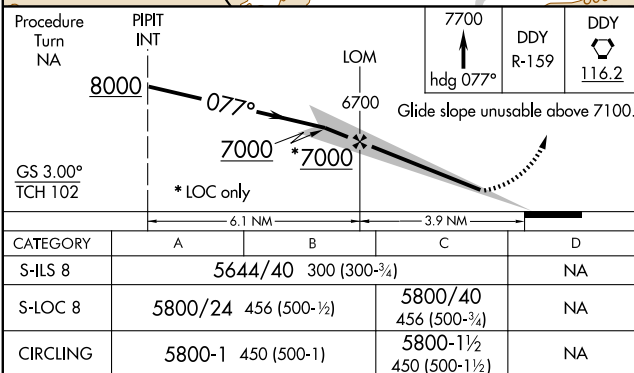
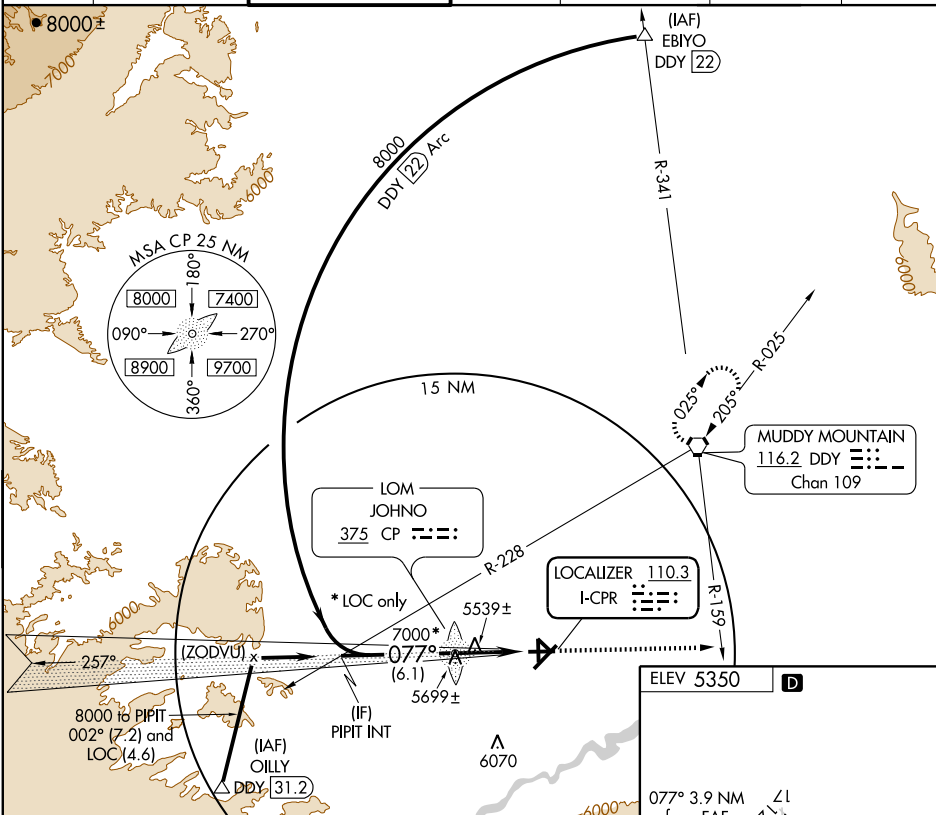


LOC I-CPR 110.3	APP CRS 077°	Rwy Idg TDZE Apt Elev	8679 5344 5350
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ILS or LOC RWY 8

CASPER/NATRONA COUNTY INTL (CPR)

Inoperative table does not apply to S-ILS 8.			MALSR 	MISSED APPROACH: Climb to 7700 via heading 077° and DDD VORTAC R-159 to DDD VORTAC and hold.		
ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95



WAAS CH 73006 W03A	APP CRS 032°	Rwy ldg TDZE 5328 Apt Elev 5350
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RNAV (GPS) RWY 3

CASPER/NATRONA COUNTY INTL (CPR)

▼ For inoperative MALS, increase LPV all Cats visibility to 1 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb to 7500
direct KIVSE and via track 022° to
DDY VORTAC and hold.

ATIS
126.15

CASPER APP CON*
120.65 354.1

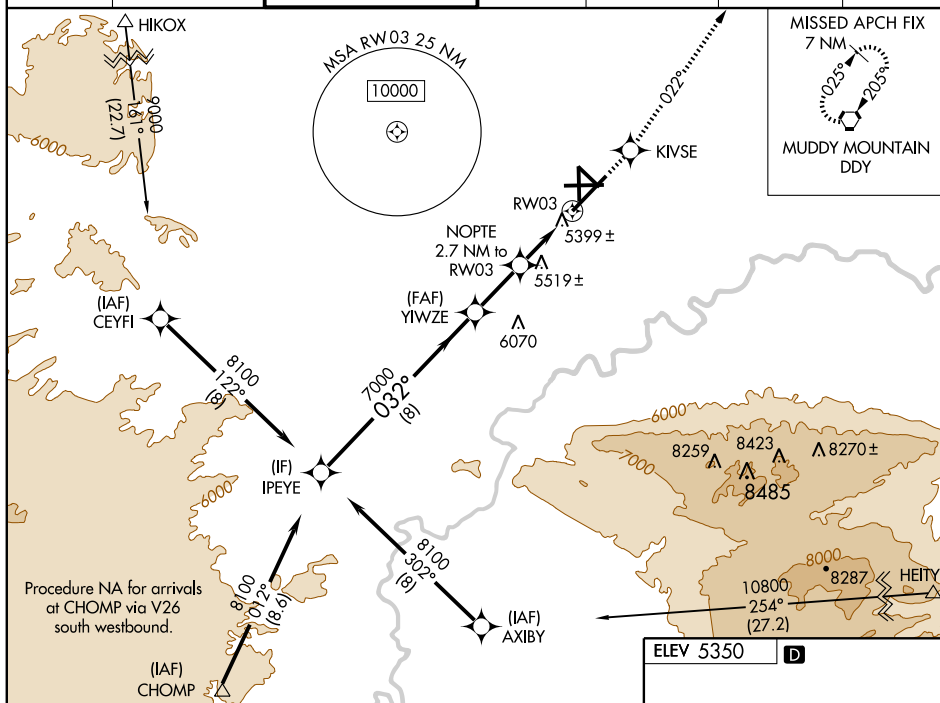
CASPER TOWER*
118.3 (CTAF) 0 257.8

GND CON
121.9

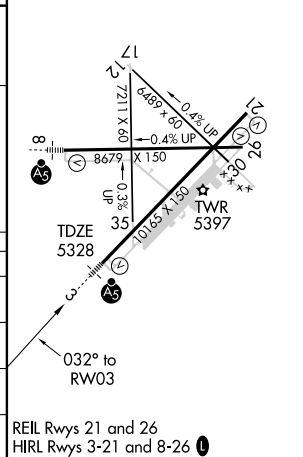
CLNC DEL
121.9 257.8

CASPER RADIO
122.4

UNICOM
122.95



CATEGORY	A	B	C	D
LPV DA	5643/24		315 (300-½)	
LNAV/VNAV DA	5691/40		363 (400-¾)	
LNAV MDA	5780/24	452 (500-½)	5780/40	5780/50
			452 (500-¾)	452 (500-1)
CIRCLING	5780-1	5800-1	5800-1½	5900-2
	430 (500-1)	450 (500-1)	450 (500-1½)	550 (600-2)



WAAS CH 86306 W08A	APP CRS 077°	Rwy Idg TDZE Apt Elev	8679 5344 5350
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RNAV (GPS) RWY 8

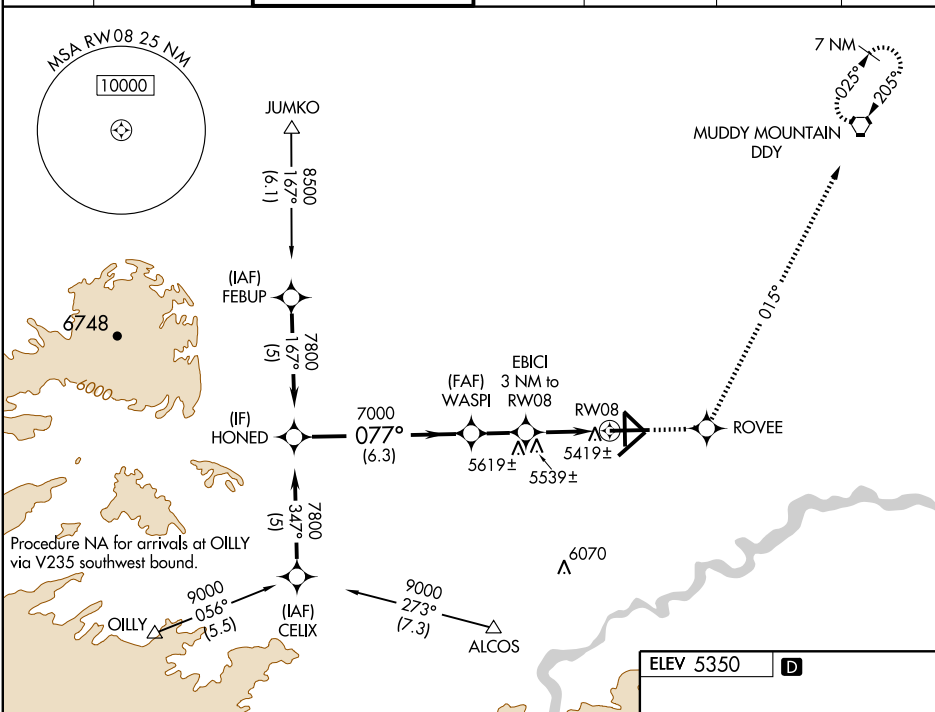
CASPER/NATRONA COUNTY INTL (CPR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

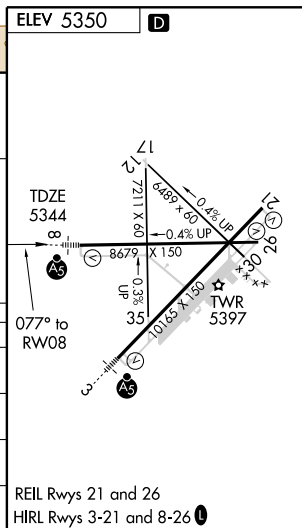


MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VORTAC and hold.

ATIS 126.15	CASPER APP CON* 120.65 354.1	CASPER TOWER* 118.3 (CTAF) 0257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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Procedure	HONED	VGSI and RNAV glidepath not coincident.	7700	ROVEE	track 015°	DDY
Turn NA						
	7800		WASPI	EBICI 3 NM to RW08	*1.3 NM to RW08	RW08
GS 3.00° TCH 55			7000			
	6.3 NM	2 NM	1.7 NM	1.3 NM		
CATEGORY	A	B	C	D		
LPV DA		5594/24	250 (300-½)			
LNAV/VNAV DA		5689/40	345 (400-¾)			
LNAV MDA	5800/24	456 (500-½)	5800/40	5800/50		
			456 (500-¾)	456 (500-1)		
CIRCLING	5800-1	450 (500-1)	5800-1½	5900-2		
			450 (500-1½)	550 (600-2)		



WAAS CH 63012 W21A	APP CRS 212°	Rwy Idg TDZE 5330 Apt Elev 5350
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RNAV (GPS) RWY 21

CASPER/NATRONA COUNTY INTL (CPR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VORTAC and hold.

ATIS 126.15	CASPER APP CON * 120.65 354.1	CASPER TOWER * 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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Procedure NA for arrivals on DDY VORTAC
airway radials 159 CW 222.

MUDDY MOUNTAIN
DDY

8100
165° (2.7)

7000
212° (6.1)

(IF/IAF)
BUWME

JUMRO
2 NM to
RW21

(FAF)
CEMAG

5419±

5359±
RW21

NASOE

6070

(IAF)
WAPAP

7900 NoPT
224° (26.2)

(IAF)
AFYAB

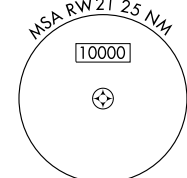
7900 NoPT
231° (26.4)

7900 NoPT
280° (20.8)

(IAF)
GLEES

8100
187° (18.7)

DEALT



ELEV 5350

D

212° to
RW21

8100

NASOE

track
302°

FERBI

track
060°

DDY

BUWME

7 NM
Holding Pattern

*LNAV only

JUMRO
2 NM to
RW21

CEMAG

*0.9 NM to
RW21

RW21

6020*

0.9

1.1 NM

3 NM

6.1 NM

7000

032°

212°

7900

GS 3.00°

TCH 56

CATEGORY	A	B	C	D
LPV DA	5580-3/4	250 (300-3/4)		
LNAV/VNAV DA	5629-1	299 (300-1)		
LNAV MDA	5680-1	350 (400-1)	5680-1 1/4	350 (400-1 1/4)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1 1/2 450 (500-1 1/2)	5900-2 550 (600-2)

REIL Rwy 21 and 26

HIRL Rwy 3-21 and 8-26

CASPER, WYOMING

Amdt 2 09351

CASPER/NATRONA COUNTY INTL (CPR)

42°54'N-106°28'W

RNAV (GPS) RWY 21

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 78112 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	8679 5335 5350
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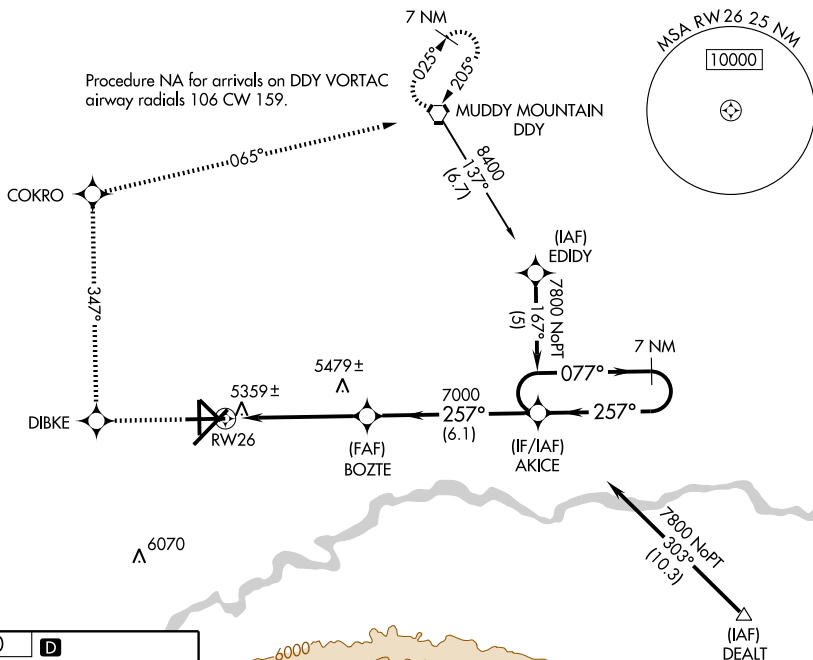
RNAV (GPS) RWY 26

CASPER/NATRONA COUNTY INTL (CPR)

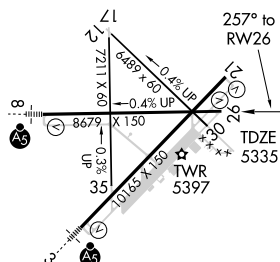
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° to DDY VORTAC and hold.

ATIS 126.15	CASPER APP CON★ 120.65 354.1	CASPER TOWER★ 118.3 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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ELEV 5350



REIL Rwy 21 and 26
HIRL Rwy 3-21 and 8-26

CASPER, WYOMING

Amdt 1 09351

CASPER/NATRONA COUNTY INTL (CPR)

42°54'N-106°28'W

RNAV (GPS) RWY 26

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

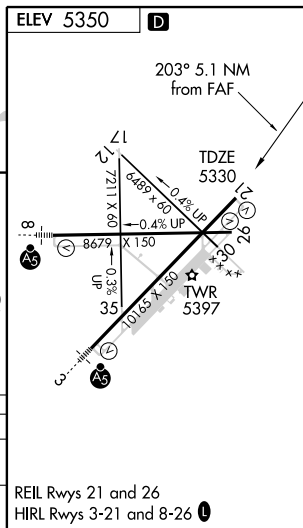
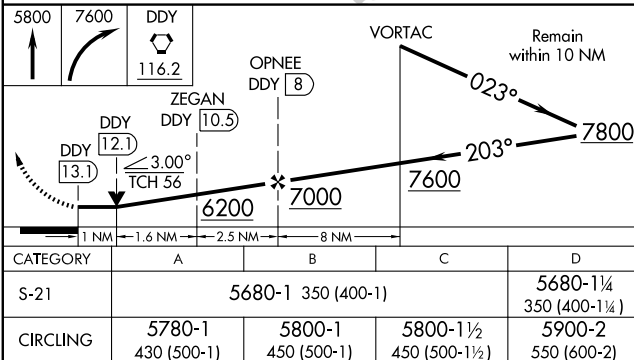
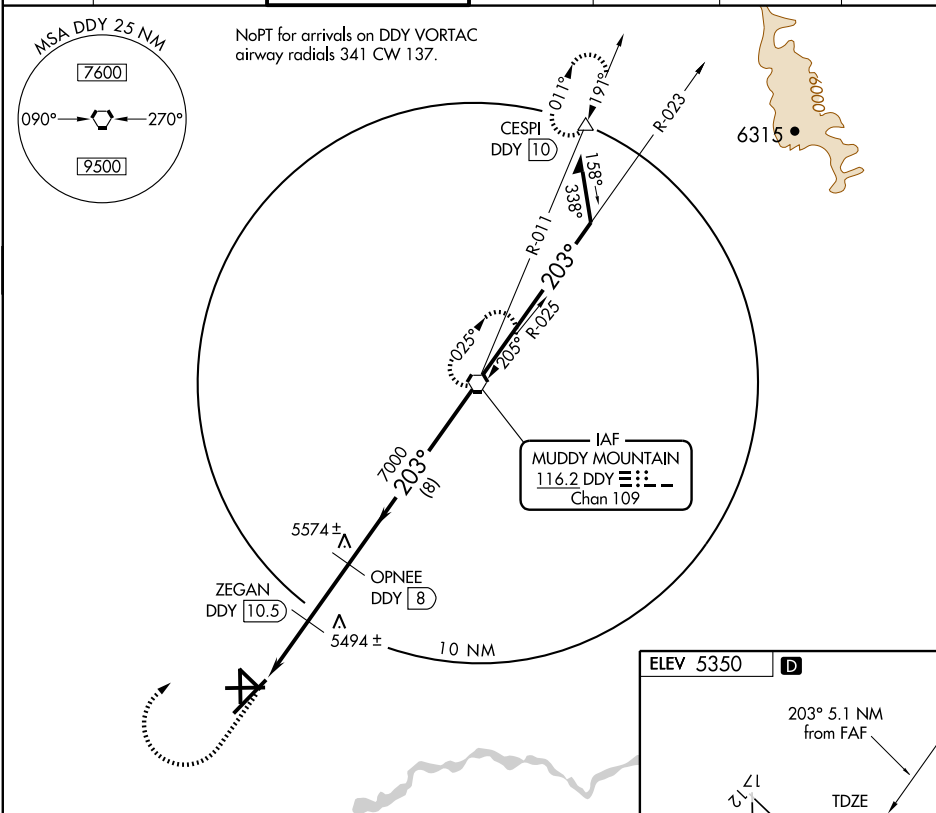
VORTAC DDY	APP CRS	Rwy Idg	10165
116.2	203°	TDZE	5330
Chan 109		Apt Elev	5350

VOR/DME or TACAN RWY 21

CASPER/NATRONA COUNTY INTL (CPR)

MISSED APPROACH: Climb to 5800, then climbing right turn to 7600 direct DDY VORTAC and hold (TACAN aircraft continue climb to 8000 via DDY VORTAC R-011 to CESPI/10 DME and Hold N, RT, 191° inbound).

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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VORTAC DDY
116.2
Chan **109**

APP CRS
024°

Rwy Idg
TDZE
Apt Elev
5328
5350

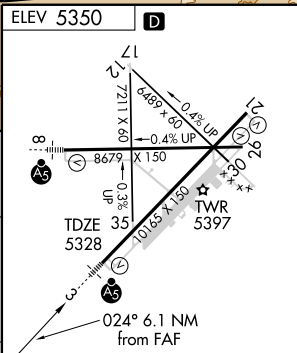
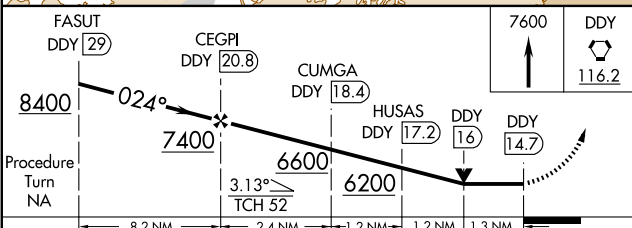
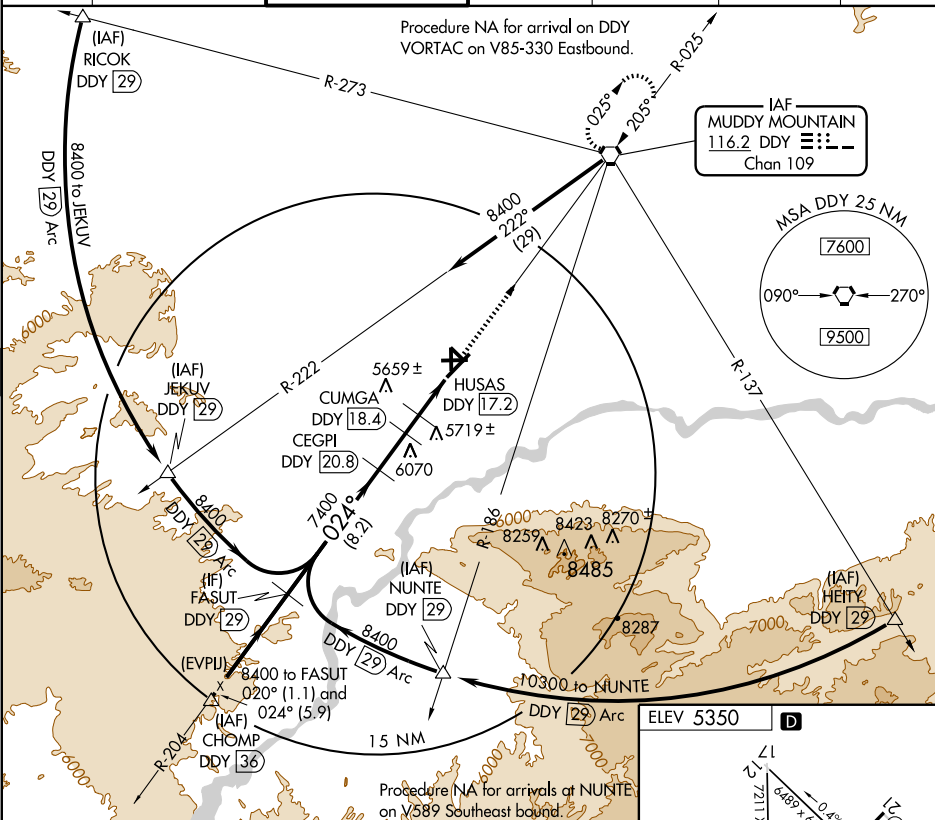
VOR/DME RWY 3
CASPER/NATRONA COUNTY INTL (CPR)

V

MALSR
A5

MISSED APPROACH: Climb to 7600 direct DDY VORTAC and hold.

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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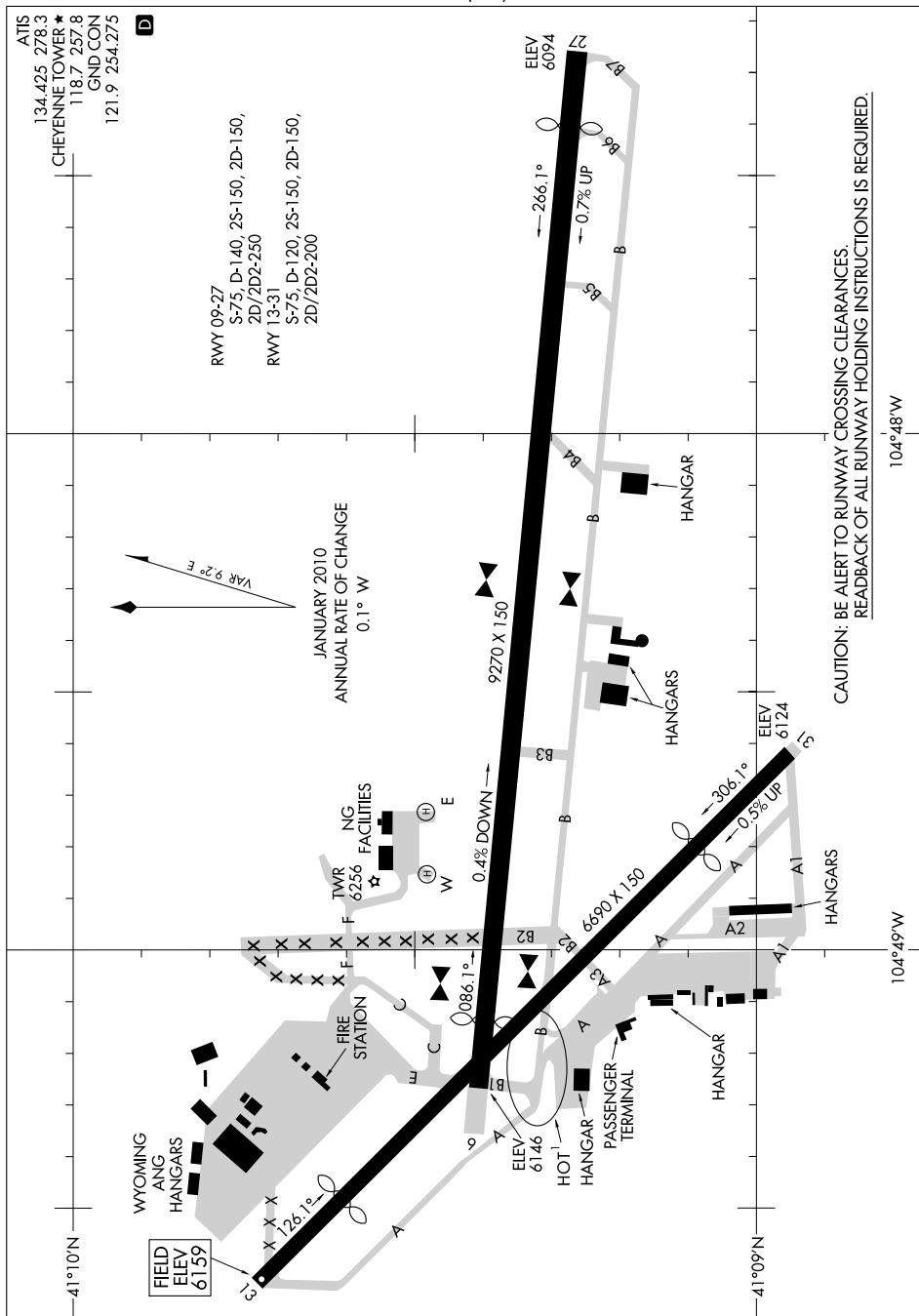
CATEGORY	A	B	C	D
S-3	5780/24 452 (500-½)		5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

AIRPORT DIAGRAM

AL-80 (FAA)

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)
CHEYENNE, WYOMING

NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1. 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CHEYENNE, WYOMING
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

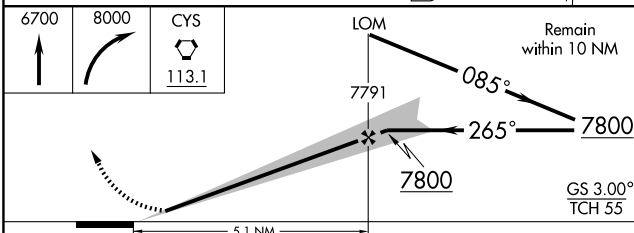
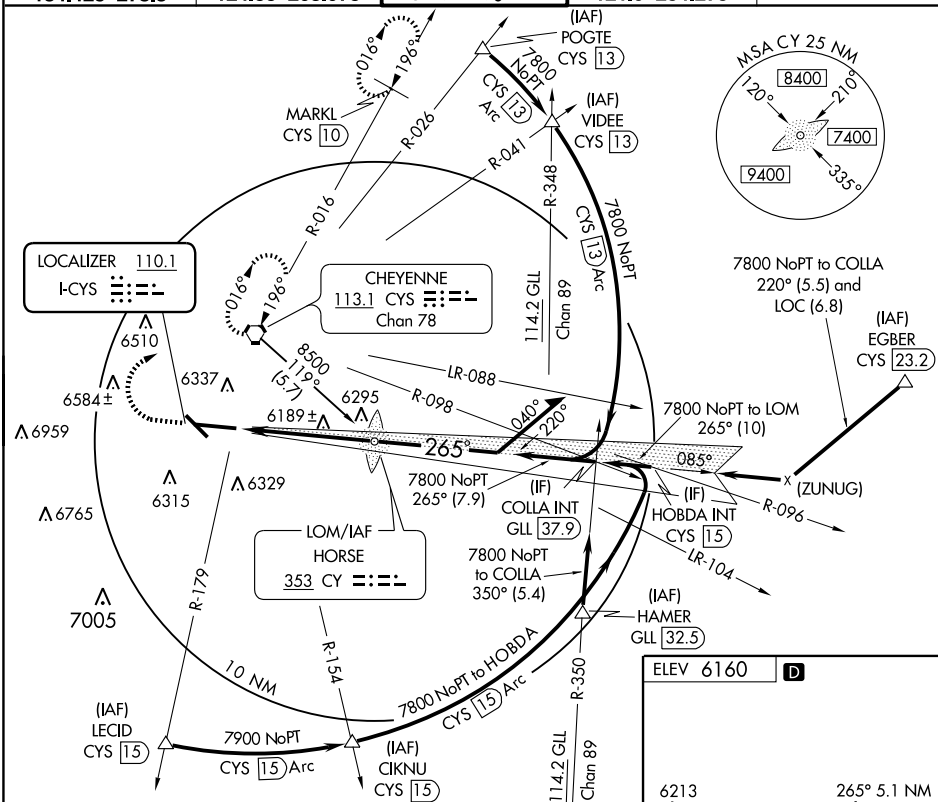
LOC I-CYS 110.1	APP CRS 265°	Rwy Idg TDZE Apt Elev	7985 6121 6160
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ILS or LOC RWY 27

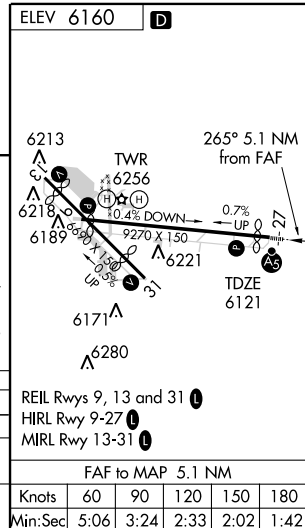
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

▼ For inoperative MALSR, increase S-LOC 27 Cat D visibility to RVR 5000. ▲ ASR/PAR * RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 6700, then climbing right turn to 8000 direct CYS VORTAC and hold. (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)
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ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER * 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 27		* 6321/24	200 (200-1/2)	
S-LOC 27		6440/24 319 (300-1/2)		6440/40 319 (300-3/4)
CIRCLING	6660-1 500 (500-1)	6660-1 1/2 500 (500-1 1/2)	6720-2 560 (600-2)	



LOM CY 353	APP CRS 265°	Rwy Idg TDZE Apt Elev	7985 6121 6156
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NDB RWY 27

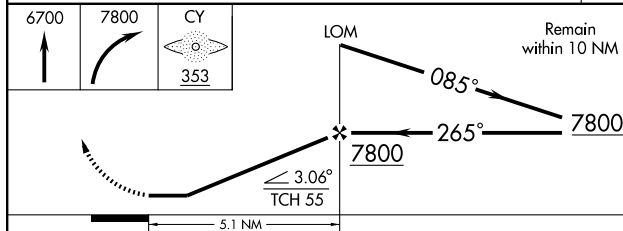
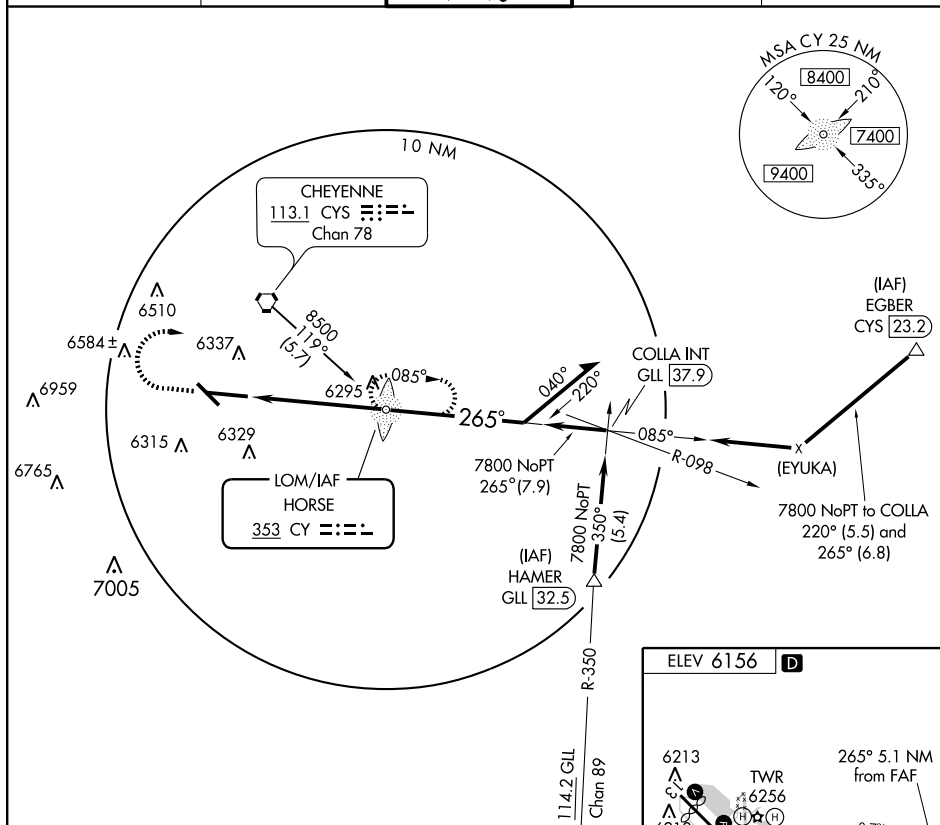
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

V
A
ASR/PAR

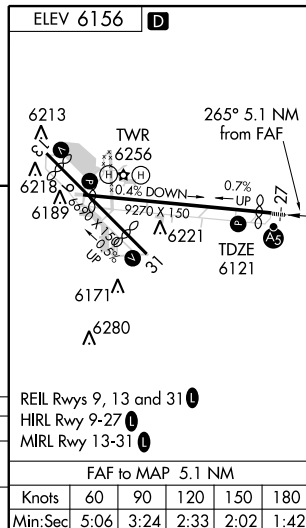
MALSR
A5

MISSED APPROACH: Climb to 6700, then climbing right turn to 7800 direct HORSE LOM and hold.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER * 118.7(CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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CATEGORY	A	B	C	D
S-27	6620/50 499 (500-1)		6620/60 499 (500-1½)	6620-1½ 499 (500-1½)
CIRCLING	6660-1 504 (600-1)		6660-1½ 504 (600-1½)	6660-2 564 (600-2)



WAAS CH 73009 W09A	APP CRS 085°	Rwy Idg TDZE Apt Elev 7985 6143 6159
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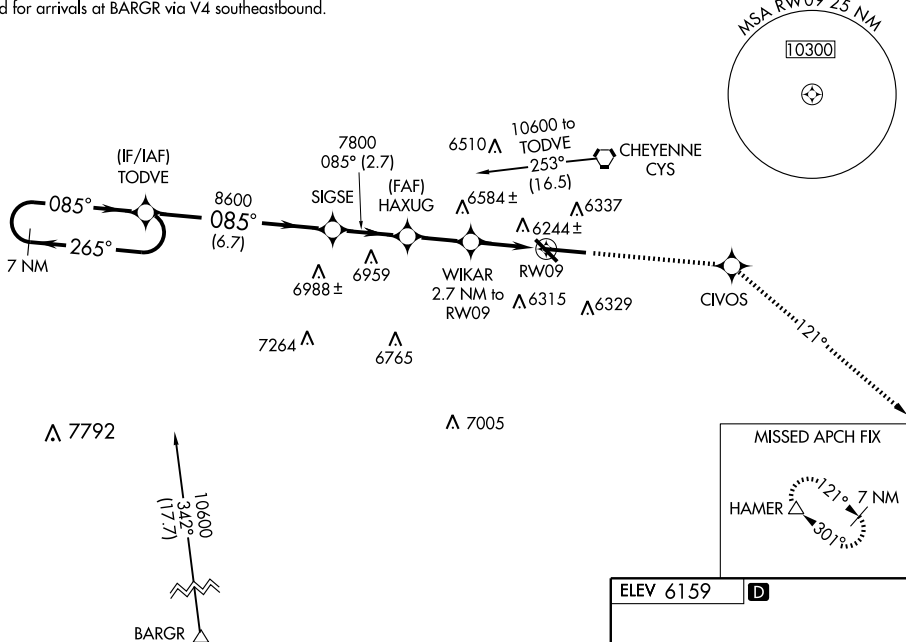
RNAV (GPS) RWY 9

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

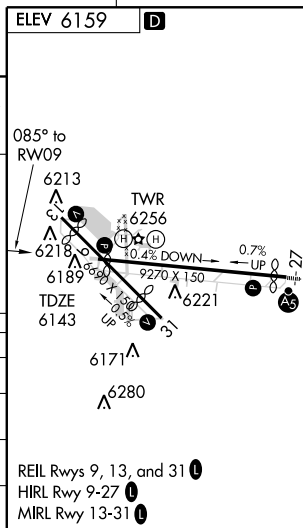
<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laramie altimeter setting and increase all DA 251 feet, all MDA 260 feet, and all visibilities ¾ mile. VDP and Baro-VNAV NA when using Laramie altimeter setting.</p>	<p>MISSED APPROACH: Climb to 8500 direct CIVOS and via 121° track to HAMER and hold.</p>
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ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER * 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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Procedure NA for arrivals at CYS VORTAC via airway radials 267 CW 292, and for arrivals at BARGR via V4 southeastbound.



7 NM Holding Pattern	TODVE	SIGSE	HAXUG	WIKAR 2.7 NM to RW09	*LNAV only
10600	8600	7800	*7060	RW09	
GS 3.00° TCH 50	6.7 NM	2.7 NM	2.3 NM	1.6	1.1
CATEGORY	A	B	C	D	
LPV DA	6473-1¼ 330 (400-1¼)				
LNAV/VNAV DA	6542-1½ 399 (400-1½)				
LNAV MDA	6540-1 397 (400-1)			6540-1¼ 397 (400-1¼)	
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)		6720-2 561 (600-2)



WAAS CH 56609 W13A	APP CRS 125°	Rwy Idg 4469 TDZE 6154 Apt Elev 6159
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RNAV (GPS) RWY 13

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

▼ Baro-VNAV NA when using Laramie altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-1.6°F) or above 36°C (96°F).
 ASR/PAR DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities 1 mile.

MISSED APPROACH: Climb to 8500 direct KOREC and via 103° track to HAMER and hold.

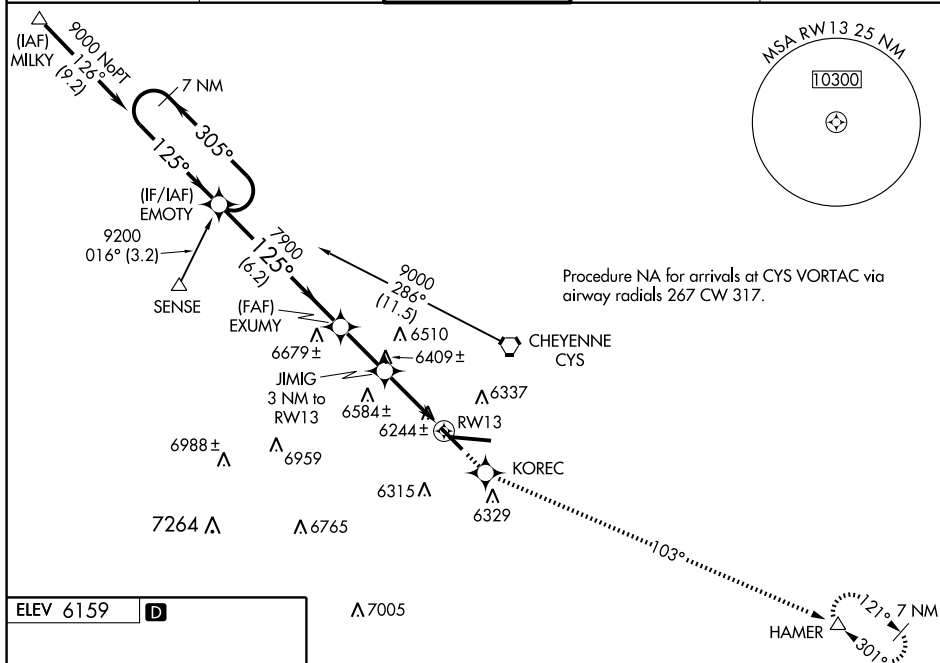
ATIS
134.425 278.3

CHEYENNE APP CON
124.55 263.075

CHEYENNE TOWER *
118.7(CTAF) 257.8

GND CON
121.9 254.275

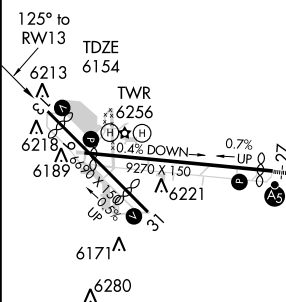
UNICOM
122.95



ELEV 6159

D

Λ 7005



REIL Rwy 9, 13 and 31
 HIRL Rwy 9-27
 MIRL Rwy 13-31

VGSIL and RNAV glidepath not coincident				
7 NM Holding Pattern		8500	KOREC	103° track
EMOTY		EXUMY	JIMIG 3 NM to RW13	*LNAV only
9000		7900	*7160	RW13
GS 3.00° TCH 55		6.2 NM	2.2 NM	3 NM
CATEGORY	A	B	C	D
LPV DA	6481-1 327 (400-1)			
LNAV/VNAV DA	6539-1¼ 385 (400-1¼)			
LNAV MDA	6660-1 506 (600-1)		6660-1½ 506 (600-1½)	
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

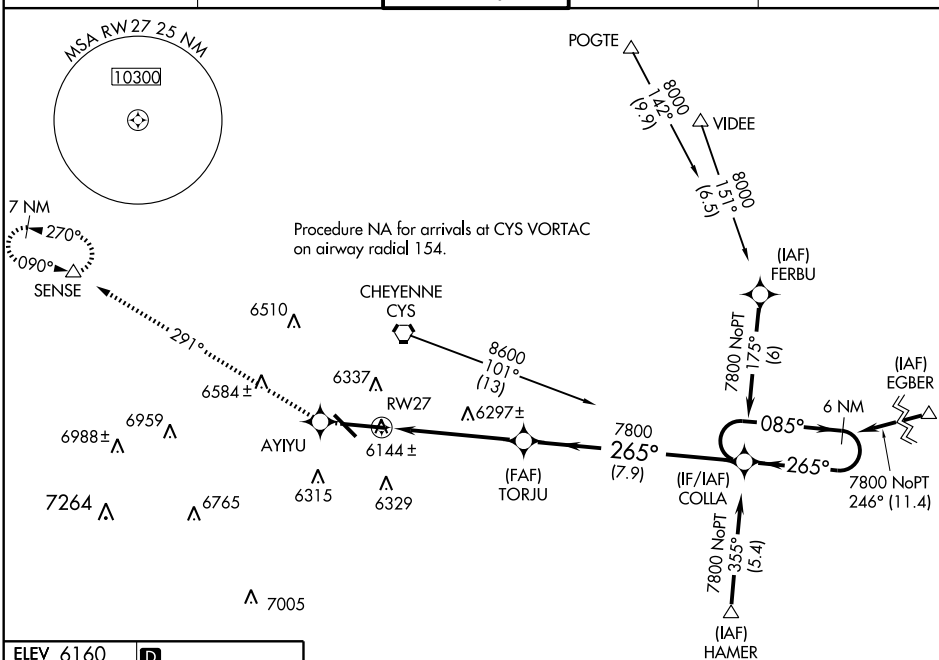
WAAS CH 70307 W27A	APP CRS 265°	Rwy Idg TDZE Apt Elev	7985 6121 6160
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RNAV (GPS) RWY 27

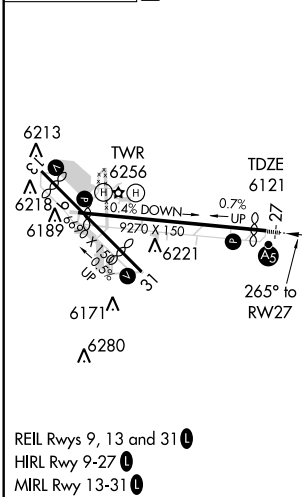
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR	Baro-VNAV NA below -27°C (-16°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 10300 direct AYIU and via 291° track to SENSE and hold, continue climb-in-hold to 10300.
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ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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ELEV 6160



10300 ↑	AYIU ✦	291° track	SENSE △	TORJU	COLLA	6 NM Holding Pattern
<div><div>*LNAV only</div><div><div>*1.3 NM to RW27</div><div><div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div> <div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div></div> 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WAAS CH 99609 W31A	APP CRS 305°	Rwy Idg 4469 TDZE 6147 Apt Elev 6159
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RNAV (GPS) RWY 31

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR

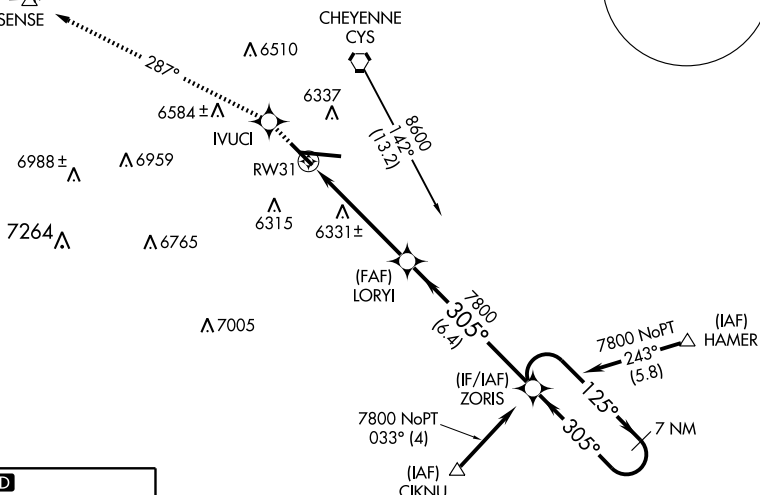
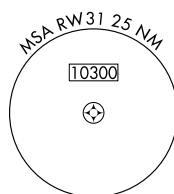
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP: 0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Laramie altimeter setting.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities $\frac{3}{4}$ mile.

MISSED APPROACH: Climb to 10300
direct IVUCL and via 287° track to SENSE
and hold, continue climb-in-hold to 10300.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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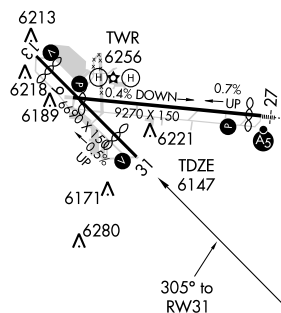


Procedure NA for arrivals at CYS VORTAC
via airway radials 081 CW 203.



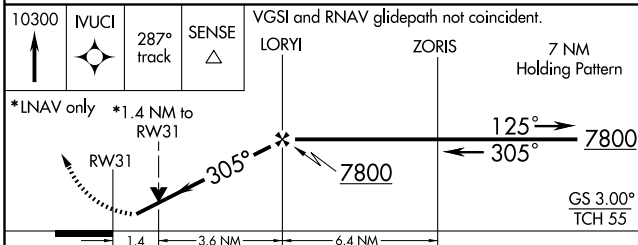
ELEV 61.59

D



REIL Rwy 9, 13 and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	6397-1 250 (300-1)			
LNAV/ VNAV DA	6545-1½ 398 (400-1½)			
LNAV MDA	6600-1 453 (500-1)	6600-1¼ 453 (500-1¼)	6600-1½ 453 (500-1½)	
CIRCLING	6660-1 501 (600-1)	6660-1½ 501 (600-1½)	6720-2 561 (600-2)	

CHEYENNE, WYOMING

Amdt 1 10042

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

41°09'N-104°49'W

RNAV (GPS) RWY 31

VORTAC CYS 113.1 Chan 78	APP CRS 196°	Rwy Idg TDZE Apt Elev 6156	N/A N/A 6156
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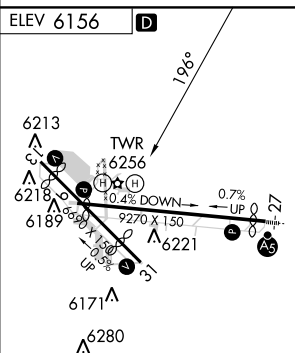
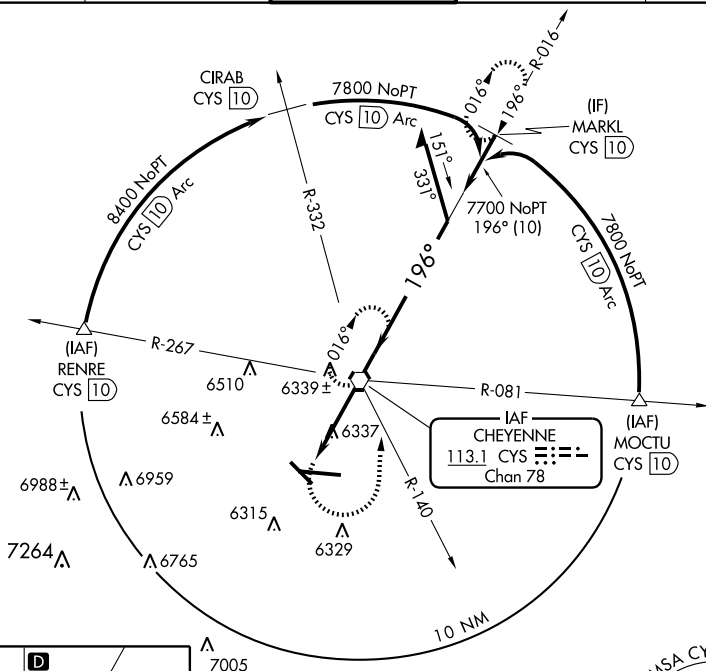
VOR or TACAN-A

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR

MISSED APPROACH: Climbing left turn to 8000 via heading 350° and CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7(CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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REIL Rwy 9, 13 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CHEYENNE, WYOMING
Amdt 10A 10042

				<p>Remain within 10 NM</p>	
CATEGORY	A	B	C	D	
CIRCLING	6660-1	504 (600-1)	6660-1½ 504 (600-1½)	6720-2 564 (600-2)	

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

41°09'N - 104°49'W

VOR or TACAN-A

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

CODY

YELLOWSTONE RGNL (COD) 2 SE UTC-7(-6DT) N44°31.21' W109°01.43'

5102 B S4 FUEL 100, JET A OX 1 Class I, ARFF Index A NOTAM FILE COD

Rwy 04-22: H8268X100 (ASPH-GRVD) S-45, D-80, 2S-101 MRL

Rwy 04: REIL. PAPI(P4L)—GA 3.50° TCH 63'. Thld dsplcd 690'.

Road. 0.7% down.

Rwy 22: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 400'.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA-8268 TODA-8268 ASDA-7868 LDA-7178

Rwy 22: TORA-8268 TODA-8268 ASDA-7578 LDA-7178

AIRPORT REMARKS: Attended dawn-dusk. Low level waterfowl on lake ¼ mile SE of Rwy 04 thld. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 307-587-5096. ACTIVATE MRL Rwy 04-22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.075 (307) 527-5197.

COMMUNICATIONS: CTAF/UNICOM 122.8

CODY RCO 122.3 (CASPER RADIO)

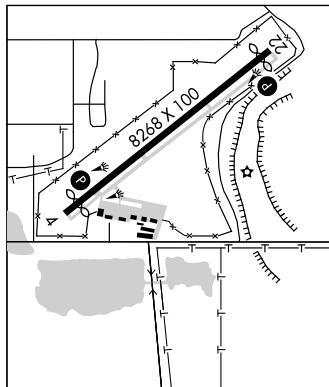
SALT LAKE CENTER APP/DEP CON 133.25

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE COD.

CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23'

W108°57.90' 189° 6.5 NM to fld. 4794/14E.



COKEVILLE MUNI (U06) 3 S UTC-7(-6DT) N42°02.75' W110°57.96'

6270 B NOTAM FILE CPR

Rwy 15-33: H3400X60 (ASPH) S-10 MRL (NSTD)

Rwy 33: Fence.

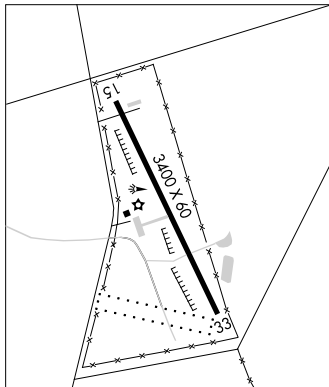
AIRPORT REMARKS: Unattended. 120' high electrical transmission lines running E-W 2 miles N of arpt. +2' ground 70' W of centerline full length. Uncontrolled vehicle access to arpt. Rwy 15-33 elevation highest near midfield. Rwy 15-33 extensive cracking and uneven pavement surface. No line of sight between rwy ends. Rwy 15-33 NSTD MRL has irregular spacing due to missing and broken lights. Some thld lenses clear. Variable rwy conditions and braking action during winter months due to thawing and freezing precipitation. Rwy 15 red edge lighting along unusable pavement, 1400' to relocated thld Rwy 15. ACTIVATE MRL Rwy 15-33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71'

W110°25.45' 315° 46.9 NM to fld. 7060/14E.



SALT LAKE CITY

L-11D

CONVERSE CO (See DOUGLAS)

COWLEY N44°54.84' W108°26.59' NOTAM FILE CPR.

NDB (MHW) 257 HCY at North Big Horn Co.

BILLINGS

L-13D

APP CRS 306°	Rwy Idg TDZE Apt Elev	N/A N/A 5098
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GPS-B

CODY/ YELLOWSTONE RGNL (COD)



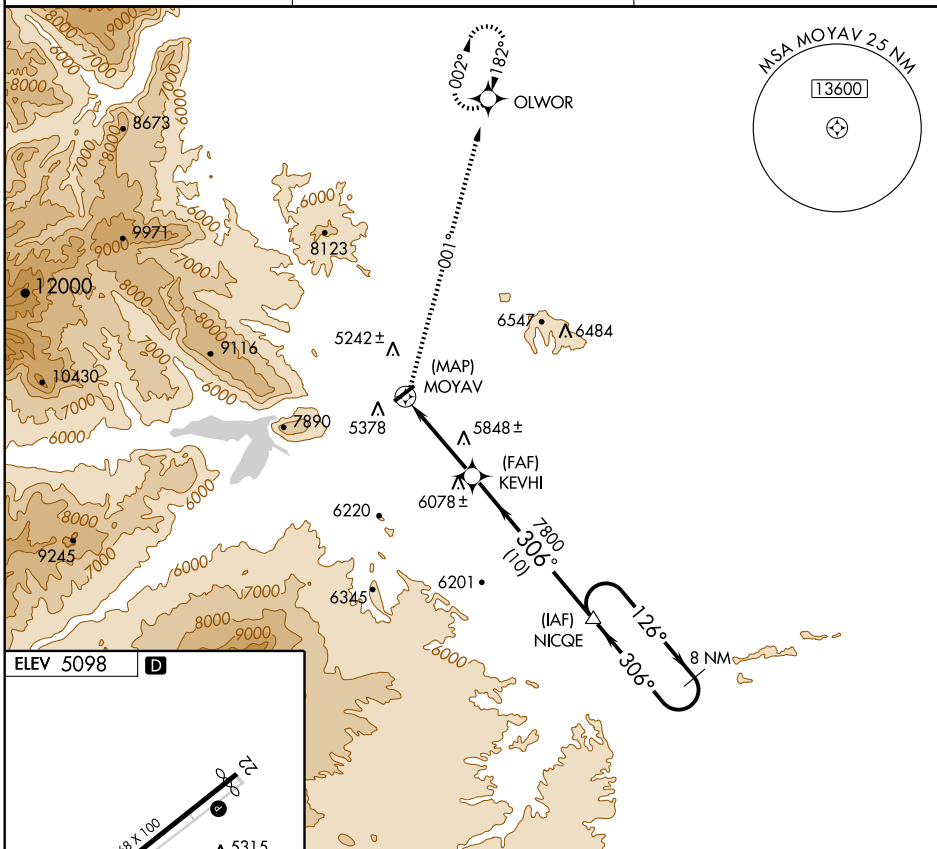
NA

MISSED APPROACH: Climbing right turn to 6800 via 001° course to OLVOR WP and hold.

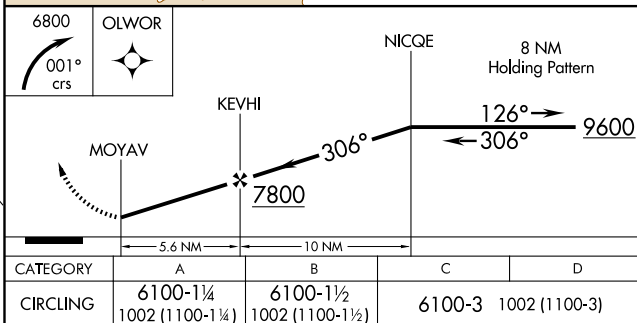
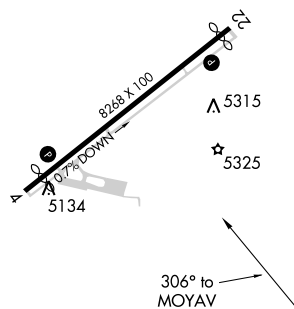
AWOS-3
135.075

SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) 0



ELEV 5098



CATEGORY	A	B	C	D
CIRCLING	6100-1¼ 1002 (1100-1¼)	6100-1½ 1002 (1100-1½)	6100-3	1002 (1100-3)

CODY, WYOMING
Orig 10098

CODY/ YELLOWSTONE RGNL (COD)

44°31'N-109°01'W

GPS-B

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

CODY, WYOMING

AL-5243 (FAA)

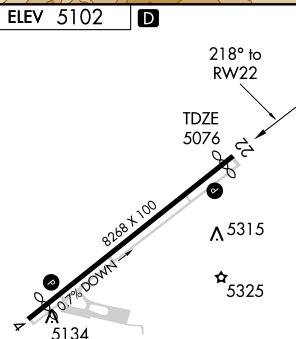
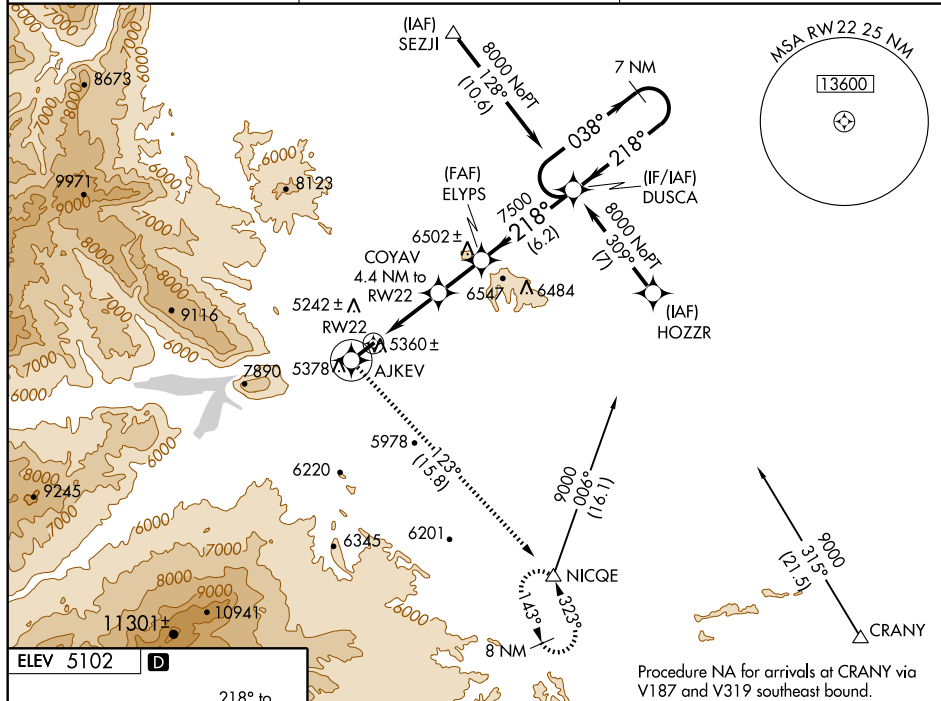
WAAS CH 93600 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	7178 5076 5102
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RNAV (GPS) RWY 22

CODY/ YELLOWSTONE RGNL (COD)

<p>DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 9600 direct AJKEV and left turn via 123° track to NICQE and hold.</p>
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AWOS-3 135.075	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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9600	AJKEV	NICQE	DUSCA	7 NM Holding Pattern
↑		123° Track		
* LNAV only	COYAV 4.4 NM to RW22	ELYPS		
	* 1.6 NM to RW22			
	RW22	6540	7500	8000
	1.6	2.8 NM	2.9 NM	6.2 NM
CATEGORY	A	B	C	D
LPV DA	5457-1¼ 381 (400-1¼)			
LNAV/VNAV DA	NA			
LNAV MDA	5620-1 544 (600-1)	5620-1½ 544 (600-1½)	5620-1¾ 544 (600-1¾)	5620-2 544 (600-2)
CIRCLING	5840-1¼ 738 (800-1¼)	5900-2¼ 798 (800-2¼)	5960-2¾ 858 (900-2¾)	5960-3 858 (900-3)

REIL Rwy 4 and 22 0
MIRL Rwy 4-22 0

CODY, WYOMING
Amdt 1 10098

44°31'N - 109°01'W

CODY/ YELLOWSTONE RGNL (COD)
RNAV (GPS) RWY 22

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME COD 111.8 Chan 55	APP CRS 189°	Rwy Idg TDZE Apt Elev	N/A N/A 5098
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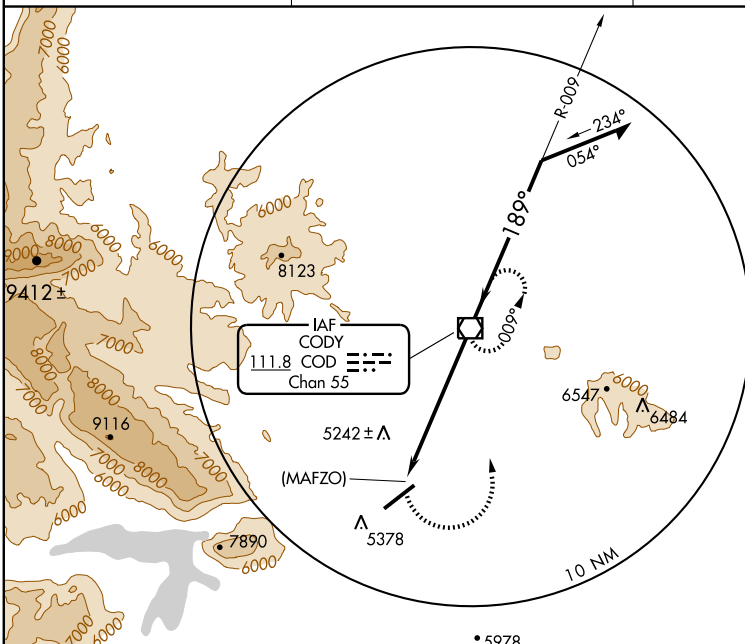
VOR or GPS-A
CODY/ YELLOWSTONE RGNL (COD)



MISSED APPROACH: Climbing left turn to 8000 direct COD VOR/DME and hold.

AWOS-3
135.075

SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) **L**

ELEV 5098

P

189° 5.9 NM
from FAF

REIL Rwy 4 and 22 **L**
MIRL Rwy 4-22 **L**

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CODY, WYOMING
Amdt 7 09015

8000

COF

1119

(MAFZO)
COD 5.9

1

— 59 —

A

VOR/DME

Remain
within 10 NM

CODY/ YELLOWSTONE RGNL (COD)

VOR or GPS-A

44°31'N-109°01'W

NW-1, 26 AUG 2010 to 23 SEP 2010

COWLEY/LOVELL/BYRON**NORTH BIG HORN CO** (U68) 2 N UTC-7(-6DT) N44°54.70' W108°26.73'4090 B **FUEL** 100LL NOTAM FILE CPR**Rwy 09-27:** H5199X75 (ASPH) S-12.5 MIRL**Rwy 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Hiil.**Rwy 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Hiil.**Rwy 16-34:** 1866X65 (DIRT) 0.3% up SE

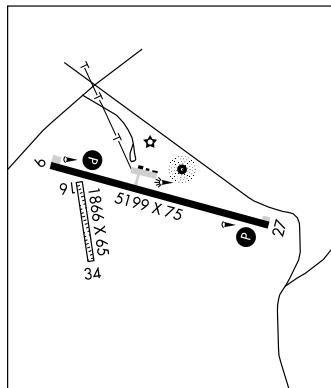
AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z†. For attendant after hours call 307-548-6236. CLOSED all major holidays. Rwy 16-34 soft when wet. Reflective markers mark entrance to twy and turnaround. ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (307) 548-2560.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **SALT LAKE CENTER APP/DEP CON** 133.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE COD.**CODY (L) VOR/DME** 111.8 COD Chan 55 N44°37.23'

W108°57.90' 038° 28.3 NM to fld. 4794/14E.

COWLEY NDB (MHW) 257 HCY N44°54.84' W108°26.59'

at fld. NOTAM FILE CPR.

**BILLINGS**

H-1E, L-13D

IAP

CRAZY WOMAN N43°59.98' W106°26.14' NOTAM FILE CPR.(H) **VORW/DME** 117.3 CZI Chan 120 319° 26.0 NM to Johnson Co. 4798/13E.**RCO** 122.025 (CASPER RADIO)**CHEYENNE**

H-1E, 2F, L-11E, 12F

DERYK N44°16.25' W105°31.33' NOTAM FILE GCC.**NDB (MHW)** 380 GC 339° 4.7 NM to Gillette-Campbell Co. Unmonitored 0500-1300Z†.**CHEYENNE**

L-12F, 13E

DIXON (9U4) 2 E UTC-7(-6DT) N41°02.30' W107°29.84'

6520 B NOTAM FILE CPR

Rwy 06-24: H7500X75 (ASPH) S-12 MIRL**Rwy 06:** REIL. PAPI(P2L)—GA 3.0° TCH 30'.**Rwy 24:** REIL. Fence.

AIRPORT REMARKS: Unattended. Wildlife on and in vicinity of arpt. Plus 500' terrain 9,700' from AER 24. Snow banks +4' along entire rwy winter months. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06; Rwy 24 and PAPI Rwy 06—CTAF.

Snow removal on 24 hour PPR call 307-383-6630/6245/2602.

WEATHER DATA SOURCES: AWOS-A 119.425. Weather report unavbl indefl.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.**HAYDEN (H) VORW/DME** 115.6 CHE Chan 103 N40°31.21' W107°18.29' 330° 32.3 NM to fld.

7269/14E.

CHEYENNE

H-3E, L-9E, 11E

DOUGLAS

CONVERSE CO

(DGW) 3 N UTC-7(-6DT) N42°47.83' W105°23.15'

4937 B S4 FUEL 100LL, JET A NOTAM FILE DGW

RWY 11-29: H6534X100 (ASPH) MIRL 0.4% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 31'.

RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 05-23: H4760X75 (ASPH) S-12.5 MIRL 0.3% up NE

RWY 23: PAPI(P2L)—GA 3.0° TCH 46'. Hiil.

AIRPORT REMARKS: Attended Mon-Fri 1330-0030Z, Sat-Sun

1500-0000Z. Wildlife on and in/ov arpt. Retro-reflective markers
along all twys. MIRL Rwy 11-29 and Rwy 05-23 preset on low
intensity, to increase intensity and ACTIVATE REIL Rwy 29-CTAF.

PAPI Rwy 11, Rwy 23 and Rwy 29 opr continuously.

WEATHER DATA SOURCES: ASOS 135.225 (307) 358-4448.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 121.975 (CASPER RADIO)

DENVER CENTER APP/DEP CON 135.6

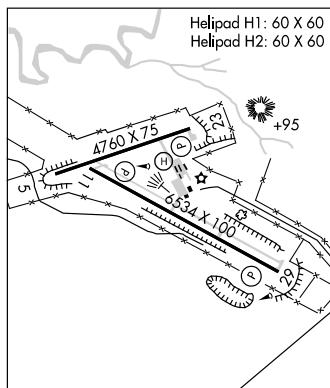
RADIO TO NAVIGATION: NOTAM FILE DGW.

HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57'

W105°13.57' 304° 10.1 NM to fld. 4906/12E.

HELIPAD H1: H60X60 (ASPH)

HELIPAD H2: H60X60 (ASPH)



CHEYENNE

H-3E, 5A, L-12F
IAP

DUBOIS MUNI

(U25) 3 NW UTC-7(-6DT) N43°32.90' W109°41.42'

7291 B FUEL 100LL NOTAM FILE CPR

RWY 10-28: H6100X60 (ASPH-PFC) S-24 MIRL

RWY 10: Ground. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 28: Ground. Rgt t/c.

AIRPORT REMARKS: Unattended. Fuel avbl prior arrangement only,

307-455-2061/2100. Ultra-light activity at arpt. ACTIVATE MIRL
Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (307) 455-2211.

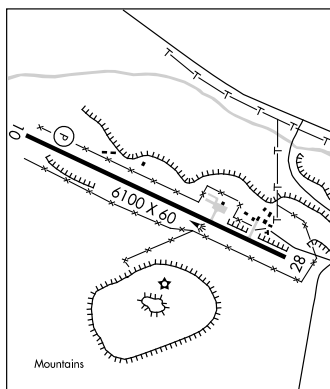
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125

N43°27.79' W108°17.98'

259° 60.9 NM to fld. 7550/16E.



SALT LAKE CITY

H-3D, L-11D

DUNOIR

N43°49.70' W110°20.13' NOTAM FILE CPR.

(H) VORW/DME 117.2 DNW Chan 119 218° 22.0 NM to Jackson Hole. 7720/15E.

VOR/DME unusable:

010°-030° byd 25 NM blo 17,000'

030°-130° byd 15 NM

130°-210° byd 20 NM

210°-230° byd 25 NM

230°-240° byd 20 NM

240°-270° byd 30 NM

270°-330° byd 20 NM

330°-340° byd 10 NM

340°-010° byd 15 NM

RCO 122.6 (CASPER RADIO)

SALT LAKE CITY

H-1D, L-11D

ELK MOUNTAIN

EHY N41°43.52' W106°27.57' /7299.

AWOS-3 118.8 307-348-7320

CHEYENNE

H-3E, L-11F

WAAS CH 58018 W11A	APP CRS 107°	Rwy Idg TDZE Apt Elev	6534 4921 4933
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RNAV (GPS) RWY 11

DOUGLAS / CONVERSE COUNTY (DGW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

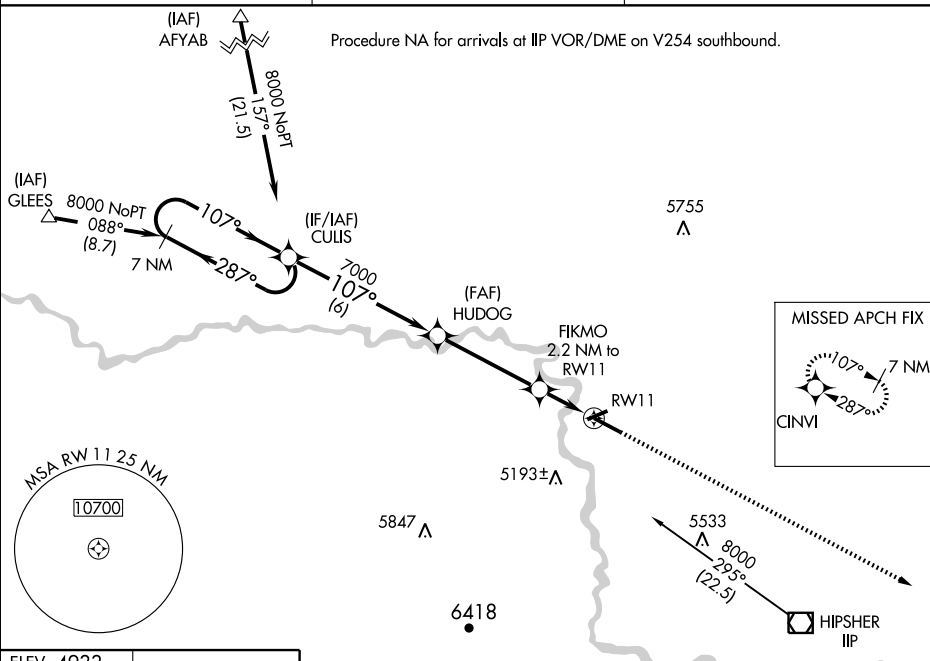
MISSED APPROACH: Climb to 8000 direct CINVI and hold.

ASOS
135.225

DENVER CENTER
135.6 363.025

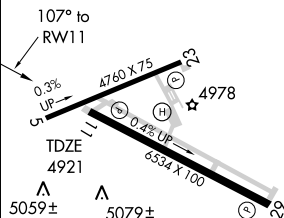
UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at IIP VOR/DME on V254 southbound.



ELEV 4933

7 NM Holding Pattern VGS and RNAV glidepath not coincident.



CATEGORY	A				B				C				D			
	LPV DA				LNAV/VNAV DA				LNAV MDA				CIRCLING			
LPV DA	5121-3/4				200 (200-3/4)											
LNAV/VNAV DA	5329-1 1/2				408 (400-1 1/2)											
LNAV MDA	5340-1				419 (500-1)				5340-1 1/4				419 (500-1 1/4)			
CIRCLING	5520-1				587 (600-1)				5520-1 1/2				5560-2			

REIL Rwy 29 0

MRL Rwy 11-29 and 5-23 0

VOR/DME IIP 108.6 Chan 23	APP CRS 305°	Rwy Idg TDZE Apt Elev	6534 4933 4933
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VOR RWY 29

DOUGLAS / CONVERSE COUNTY (DGW)

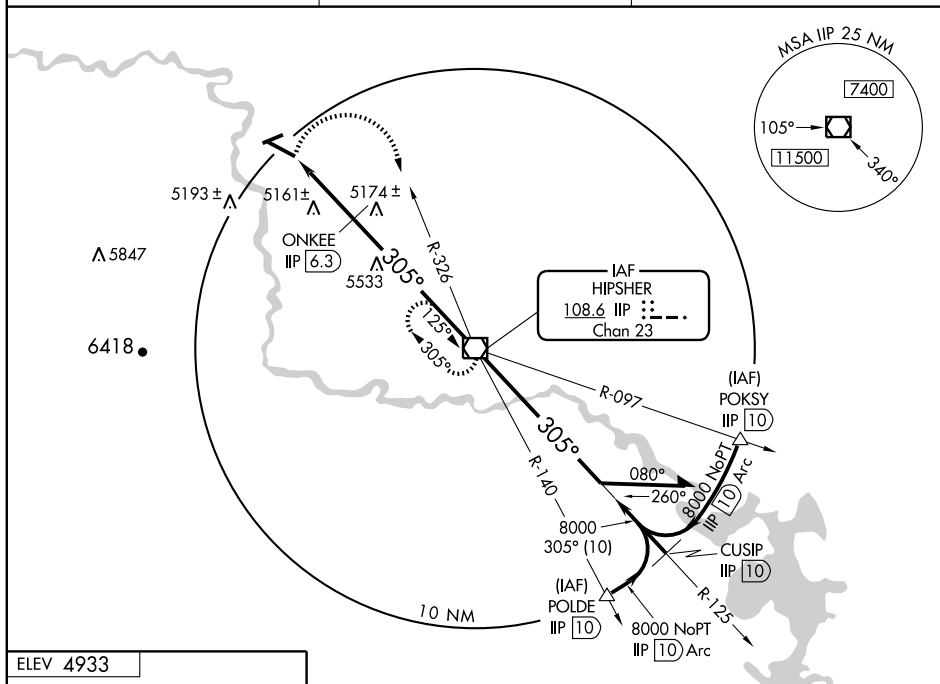


MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

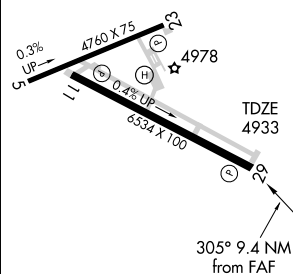
ASOS
135.225

DENVER CENTER
135.6 363.025

UNICOM
122.8 (CTAF) 0



ELEV 4933













REIL Rwy 29 0
MIRL Rwy 11-29 and 5-23 0

FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

DOUGLAS, WYOMING

Amdt 1A 09267

 8000 160°		 R-326 108.6		 IIP 108.6		 VOR/DME		Remain within 10 NM	
 IIP 9.4		 IIP 8		 ONKEE IIP 6.3		 305°		8000	
 5960		 3.03° TCH 40							
1.4		1.7		6.3 NM					
CATEGORY	A			B			C		D
S-29	5960-1¼ 1027 (1100-1¼)			5960-1½ 1027 (1100-1½)			5960-3		1027 (1100-3)
CIRCLING	5960-1¼ 1027 (1100-1¼)			5960-1½ 1027 (1100-1½)			5960-3		1027 (1100-3)
ONKEE FIX MINIMUMS									
S-29	5420-1		487 (500-1)		5420-1¼ 487 (500-1¼)		5420-1½ 487 (500-1½)		
CIRCLING	5520-1		587 (600-1)		5520-1½ 587 (600-1½)		5540-2 607 (700-2)		

DOUGLAS / CONVERSE COUNTY (DGW)

VOR RWY 29

42°48'N-105°23'W

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC-7(-6DT) N41°16.49' W111°02.08'

SALT LAKE CITY

7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW

H-3D, L-9D, 11D

Rwy 05-23: H7300X100 (ASPH-GRVD) S-30 HIRL

IAP

Rwy 05: REIL. PAPI (P4L)—GA 3.0° TCH 45'.

Rwy 23: MALSR. PAPI(P4L)—GA 3.0° TCH 45'

AIRPORT REMARKS: Attended 1400-0200Z+. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously.

WEATHER DATA SOURCES: ASOS 120.0 (307) 789-0585.

COMMUNICATIONS: CTAF/UNICOM 123.0

SALT LAKE CENTER APP/DEP CON 127.7

GCO 121.72 (SALT LAKE CENTER CLNC)

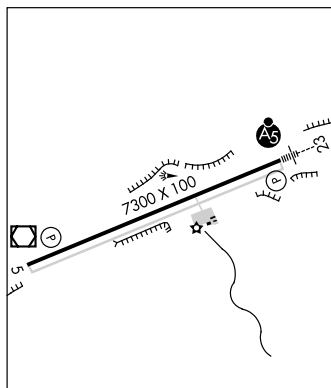
RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35'

W111°02.81' at fld. 7145/13E.

ILS/DME 108.9 I-EVW Chan 26 Rwy 23. Class IE.

GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC-7(-6DT) N41°23.60' W110°24.37'

SALT LAKE CITY

7034 B S4 **FUEL** 100LL NOTAM FILE CPR

H-3D, L-11D

Rwy 04-22: H6402X80 (ASPH) S-12.5, D-20, 2D-20 MIRL (NSTD) 0.5% up SW

IAP

Rwy 22: REIL. VASI(V2L)—GA 3.0° TCH 22'.

Rwy 06-24: 3600X50 (TURF-DIRT)

Rwy 06: Fence.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z+. For service other times call 307-782-3780. Fuel avbl by 24 hr card service. Rwy 06-24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04-22 and Rwy 06-24 CLOSED winter months except for ski equipment acft, dirt/turf rws not maintained. Rwy 06 +3' metal structure at thld 58' left. Rwy 04-22 lgts irregular spacing due to broken and missing lgts. Rwy 04-22 extensive cracking, uneven surface, and vegetation. Rwy 04 and Rwy 22 markings almost completely faded. 3'-5' snow banks on S side of Rwy 04-22 Nov-Mar. Rwy 04-22 plowed winter months. Rwy 22 REIL OTS indef. VASI Rwy 22 OTS indef. Wind indicator lgt OTS indef. ACTIVATE MIRL Rwy 04-22, and REIL Rwy 22, and VASI Rwy 22—CTAF.

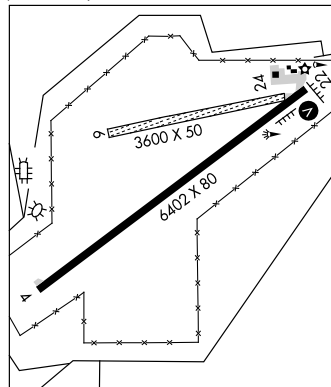
WEATHER DATA SOURCES: AWOS-2 118.8 (307) 782-3226.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(L) **VORW/DME** 108.6 FBR Chan 23 N41°22.71' W110°25.45' 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

LOC/DME I-EVW 108.9 Chan 26	APP CRS 234°	Rwy Idg TDZE Apt Elev	7300 7143 7143
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ILS or LOC/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (E'VW)

T For inoperative MALSR, increase S-LOC 23
A Cat D visibility to 1 mile. When local altimeter
 setting not received, procedure NA.



MISSED APPROACH: Climb to 7600 then climbing left turn to 12000
 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME
 and hold, continue climb-in-hold to 12000.

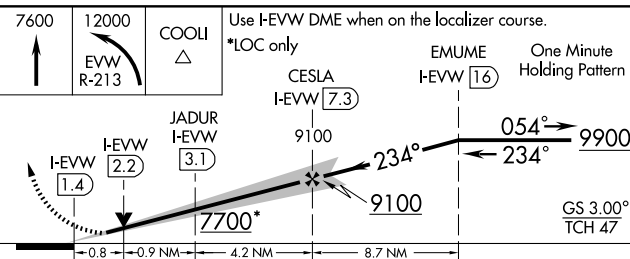
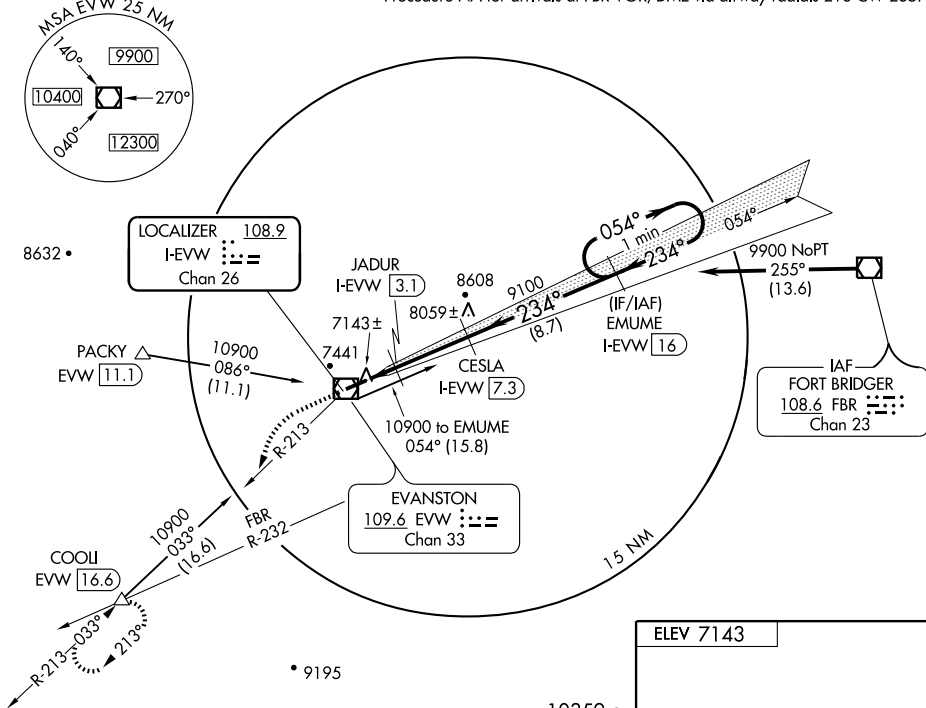
ASOS
120.0

SALT LAKE CENTER
127.7 354.125

GCO
121.72

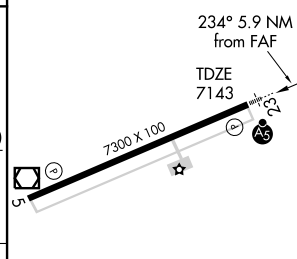
UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



CATEGORY	A	B	C	D
S-ILS 23	7343-1/2 200 (200-1/2)			
S-LOC 23	7440-1/2 297 (300-1/2)			7440-3/4 297 (300-3/4)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1 3/4 617 (700-1 3/4)	7760-2 617 (700-2)

ELEV 7143



REIL Rwy 5 **0**
 HIRL Rwy 5-23 **0**

WAAS CH 78302 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev 7300 7141 7143
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RNAV (GPS) RWY 5

EVANSTON-UINTA COUNTY BURNS FIELD (E V W)

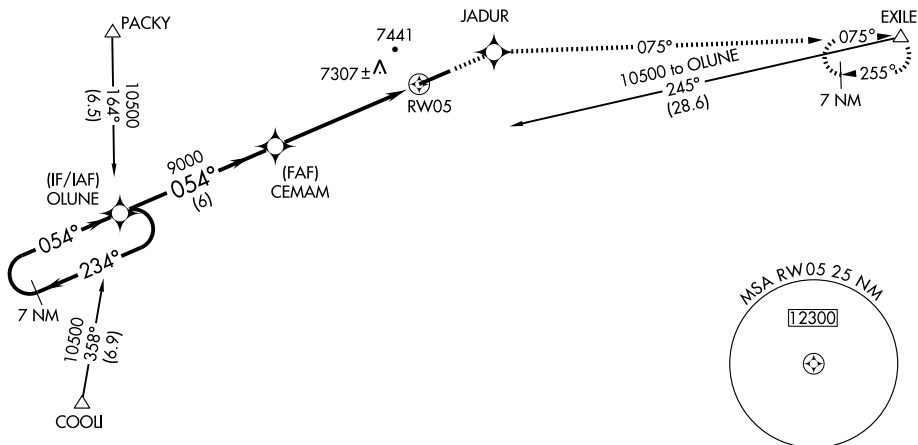
▼ If local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -29°C (-20°F) or above 34°C (94°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 12000 direct JADUR
and via 075° track to EXILE and hold, continue
climb-in-hold to 12000.

ASOS
120.0SALT LAKE CENTER
127.7 354.125GCO
121.72UNICOM
123.0 (CTAF) 0

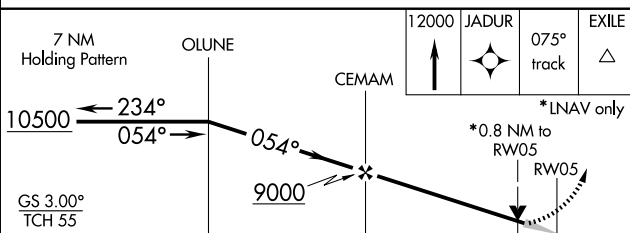
• 8632

• 8608

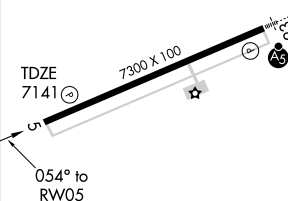


• 9195

ELEV 7143



CATEGORY	A	B	C	D
LPV DA		7391-3/4	250 (300-3/4)	
LNAV/VNAV DA		7643-13/4	502 (500-13/4)	
LNAV MDA		7440-1	299 (300-1)	
CIRCLING	7580-13/4 437 (500-13/4)	7720-13/4 577 (600-13/4)	7760-13/4 617 (700-13/4)	7760-2 617 (700-2)



REIL Rwy 5 0
HIRL Rwy 5-23 0

WAAS CH 77905 W23A	APP CRS 234°	Rwy Idg TDZE Apt Elev	7300 7143 7143
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RNAV (GPS) RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (E V W)

▼ For inoperative MALS, increase LPV all Cats. visibility to 1, LNAV/VNAV Cat. D to 1 and LNAV Cat. D to 1¼. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F). DME/DME RNP-0.3 NA.

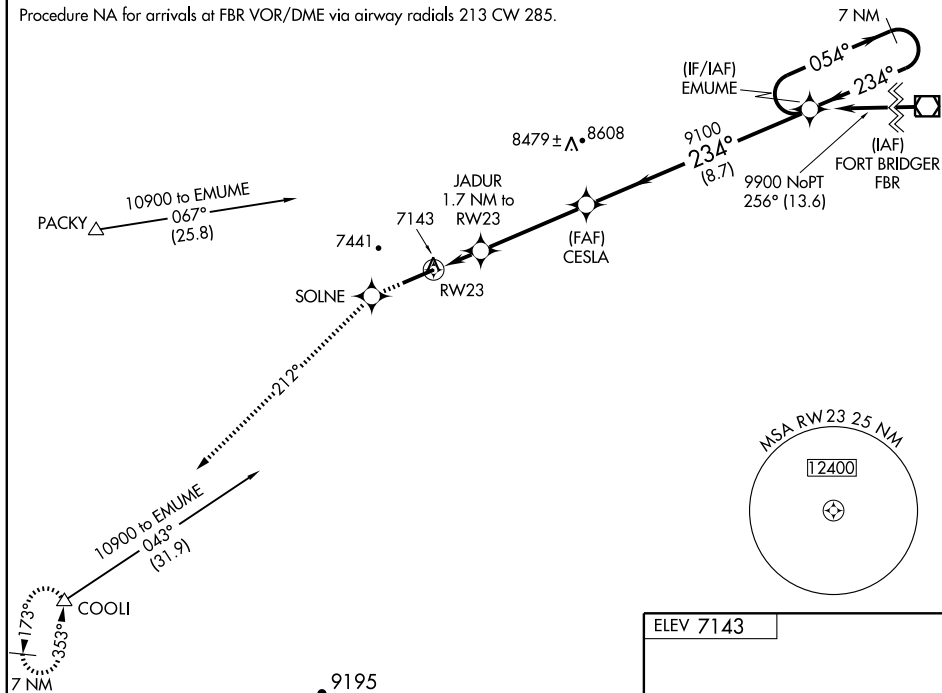
MALSR



MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

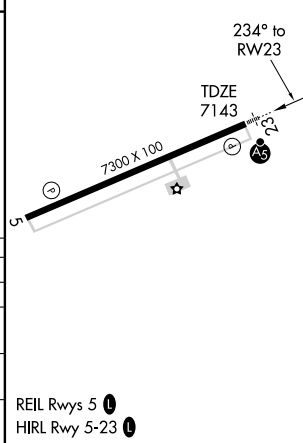
ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



12000	SOLNE	212° track	COOLI	
*LNAV only	JADUR 1.7 NM to RW23			
	*1.1 NM to RW23			
	7700*			
	1.1 NM	0.6 NM	4.2 NM	8.7 NM
CATEGORY	A	B	C	D
LPV DA	7393-½ 250 (300-½)			
LNAV/VNAV DA	7443-½ 300 (300-½)		7443-¾ 300 (300-¾)	
LNAV MDA	7520-½ 377 (400-½)		7520-1 377 (400-1)	
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

ELEV 7143



REIL Rwy 5 **0**
HIRL Rwy 5-23 **0**

VOR/DME EVW 109.6 Chan 33	APP CRS 044°	Rwy Idg TDZE Apt Elev	7300 7141 7143
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VOR/DME RWY 5

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

T If local altimeter setting not received, procedure NA.

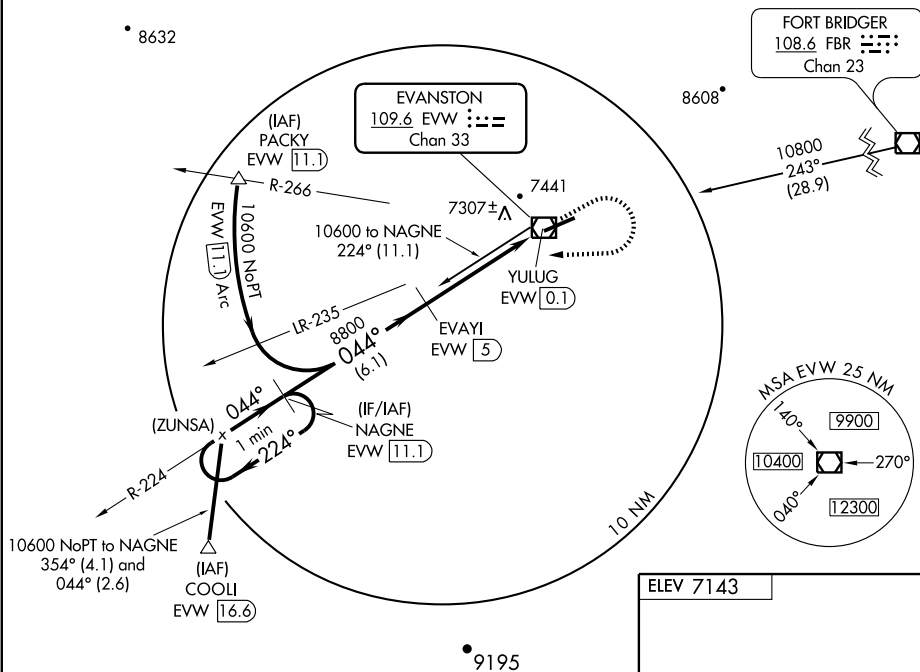
MISSED APPROACH: Climb to 7600, then climbing right turn to 10600 via heading 255° and EVW VOR/DME R-224 to NAGNE/11.1 DME and hold. continue climb-in-hold to 10600.

ASOS
120.0

SALT LAKE CENTER
127.7 354.125

GCO
121.72

UNICOM
123.0 (CTAF) **L**



One Minute Holding Pattern

NAGNE
EVW 11.1

7600 ↑	10600 ↗ 255°	EVW R-224 <u>109.6</u>	NAGNE EVW <u>11.1</u>
-----------	--------------------	------------------------------	-----------------------------

10600

$$\underline{-224^{\circ}}$$
EVAY
EVW [

EVW
12

TDZE
7141

5

044° 5 NM
from FAF

CATEGORY	A	B	C	D
S-5	7560-1	419 (500-1)	7560-1 ¼	419 (500-1 ¼)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1 ¾ 617 (700-1 ¾)	7760-2 617 (700-2)

REIL Rwy 5 **L**
HIRL Rwy 5-23 **L**

EVANSTON, WYOMING
Orig 10210

EVANSTON-UINTA COUNTY BURNS FIELD (E V W)

41°16'N-111°02'W

VOR/DME RWY 5

NW-1. 26 AUG 2010 to 23 SEP 2010

VOR/DME EVW 109.6 Chgn 33	APP CRS 237°	Rwy Idg 7300 TDZE 7143 Apt Elev 7143
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VOR/DME RWY 23
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

T For inoperative MALSR, increase S-23 Cat. D visibility to 1¼ mile.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/16.6 DME and hold, continue climb-in-hold to 12000.

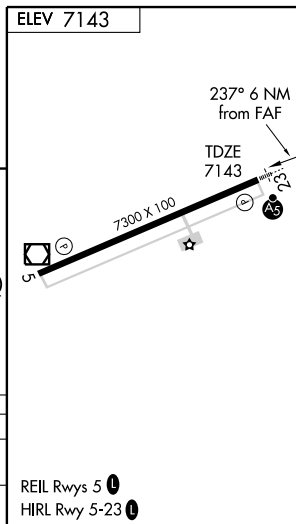
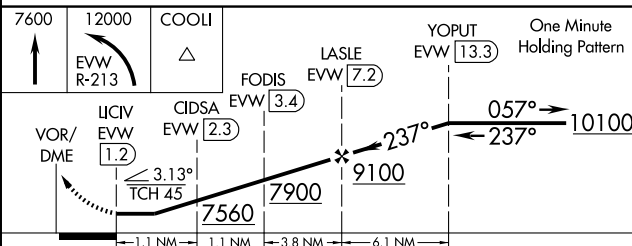
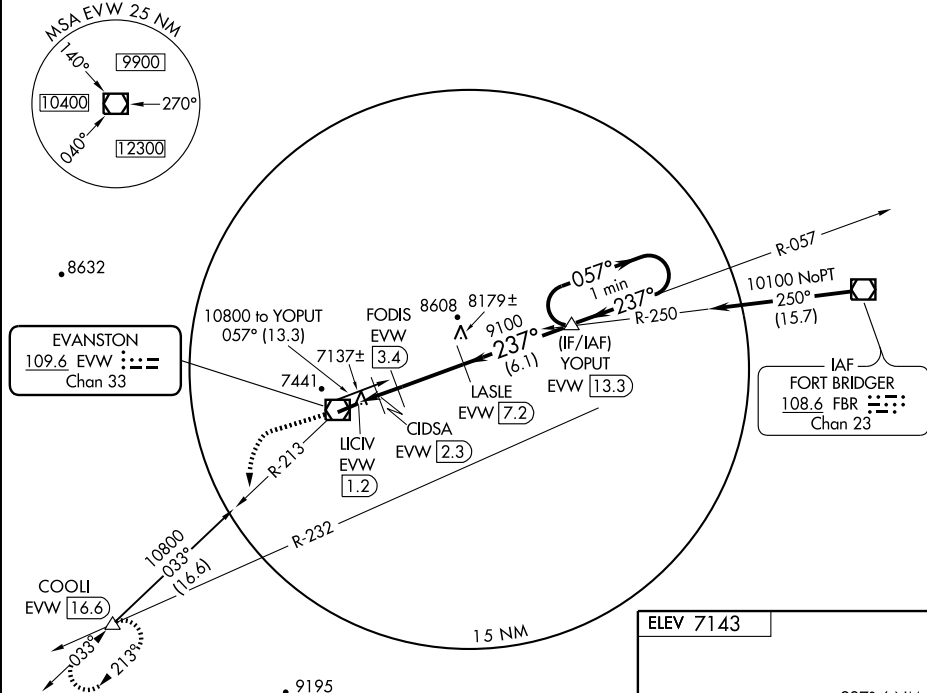
ASOS
120.0

SALT LAKE CENTER
127.7 354.125

GCO
121.72

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



CATEGORY	A	B	C	D
S-23	7500-1½ 357 (400-½)			7500-1 357 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

EVANSTON, WYOMING

Amdt 1 10210

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

41°16'N-111°02'W

VOR/DME RWY 23

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC-7(-6DT) N41°16.49' W111°02.08'

SALT LAKE CITY

7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW

H-3D, L-9D, 11D

Rwy 05-23: H7300X100 (ASPH-GRVD) S-30 HIRL

IAP

Rwy 05: REIL. PAPI (P4L)—GA 3.0° TCH 45'.

Rwy 23: MALSR. PAPI(P4L)—GA 3.0° TCH 45'

AIRPORT REMARKS: Attended 1400-0200Z+. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously.

WEATHER DATA SOURCES: ASOS 120.0 (307) 789-0585.

COMMUNICATIONS: CTAF/UNICOM 123.0

SALT LAKE CENTER APP/DEP CON 127.7

GCO 121.72 (SALT LAKE CENTER CLNC)

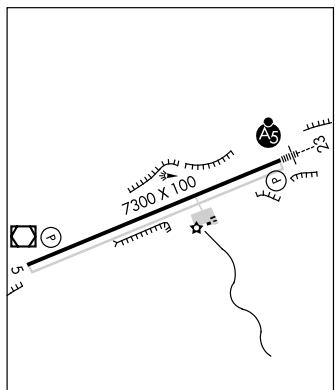
RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35'

W111°02.81' at fld. 7145/13E.

ILS/DME 108.9 I-EVW Chan 26 Rwy 23. Class IE.

GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC-7(-6DT) N41°23.60' W110°24.37'

SALT LAKE CITY

7034 B S4 **FUEL** 100LL NOTAM FILE CPR

H-3D, L-11D

Rwy 04-22: H6402X80 (ASPH) S-12.5, D-20, 2D-20 MIRL (NSTD) 0.5% up SW

IAP

Rwy 22: REIL. VASI(V2L)—GA 3.0° TCH 22'.

Rwy 06-24: 3600X50 (TURF-DIRT)

Rwy 06: Fence.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z+. For service other times call 307-782-3780. Fuel avbl by 24 hr card service. Rwy 06-24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04-22 and Rwy 06-24 CLOSED winter months except for ski equipment acft, dirt/turf rws not maintained. Rwy 06 +3' metal structure at thld 58' left. Rwy 04-22 lgts irregular spacing due to broken and missing lgts. Rwy 04-22 extensive cracking, uneven surface, and vegetation. Rwy 04 and Rwy 22 markings almost completely faded. 3'-5' snow banks on S side of Rwy 04-22 Nov-Mar. Rwy 04-22 plowed winter months. Rwy 22 REIL OTS indef. VASI Rwy 22 OTS indef. Wind indicator lgt OTS indef. ACTIVATE MIRL Rwy 04-22, and REIL Rwy 22, and VASI Rwy 22—CTAF.

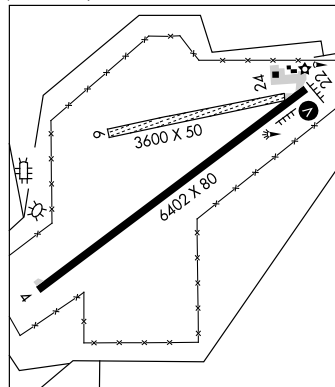
WEATHER DATA SOURCES: AWOS-2 118.8 (307) 782-3226.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(L) **VORW/DME** 108.6 FBR Chan 23 N41°22.71' W110°25.45' 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

APP CRS **221°**
 Rwy Idg **6402**
 TDZE **7018**
 Apt Elev **7034**

RNAV (GPS) RWY 22

FORT BRIDGER (FBR)



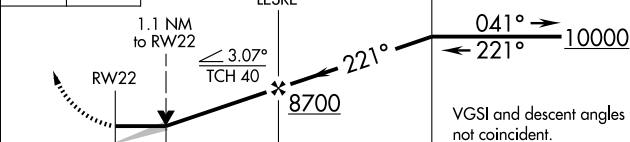
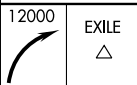
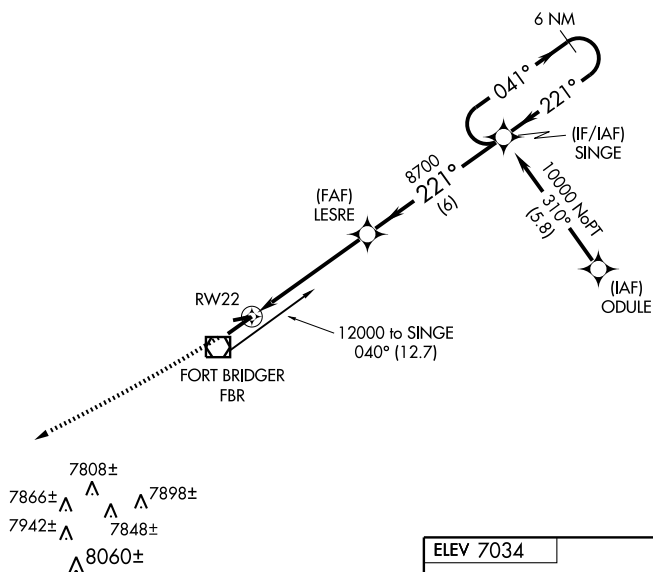
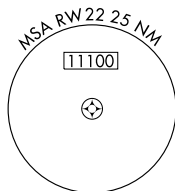
GPS or RNP 0.3 required.
 DME/DME RNP 0.3 NA

MISSED APPROACH: Climbing right turn
 to 12000 direct EXILE WP and hold.

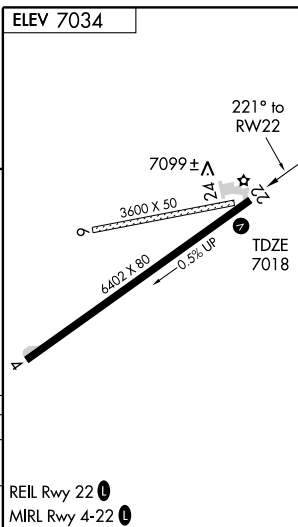
AWOS-2
118.8

CASPER RADIO
122.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	7360-1	342 (400-1)		7360-1¼ 342 (400-1¼)
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1½ 466 (500-1½)	7600-2 566 (600-2)



VOR/DME FBR
108.6
Chn **23**

APP CRS
215°

Rwy Idg	6402
TDZE	7018
Apt Elev	7034

VOR RWY 22
FORT BRIDGER (FBR)

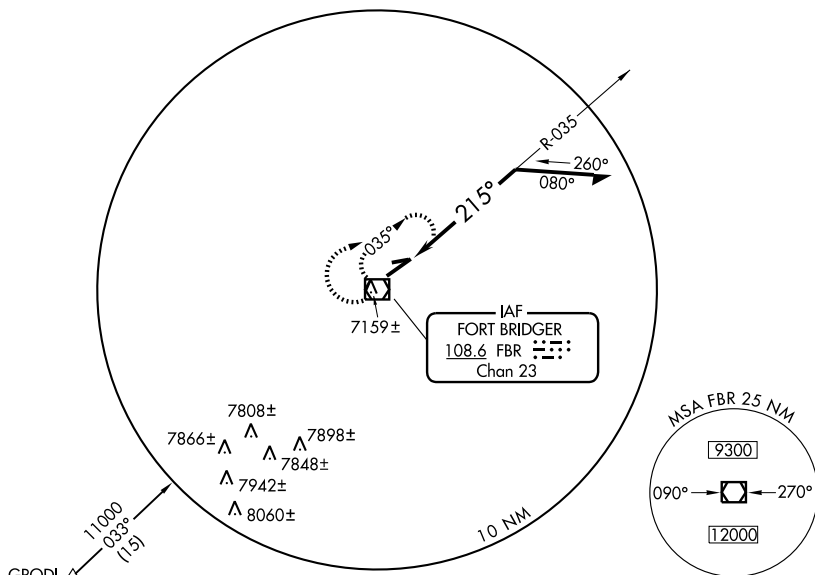


A_{NA} If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9000 in FBR VOR/DME holding pattern.

AWOS-2
118.8

CASPER RADIO
122.3

UNICOM
122.8 (CTAF) **L**

ELEV 7034



FBR

 108.6

VOR/DME*

Remain
within 10 NM

* Maintain 8700 or above until established outbound for procedure turn.

035°
215°
8500

215° to
VOR/DME

7099 ± 1

360

2

TDZE
7018

CATEGORY	A	B	C	D
S-22	7440-1	422 (500-1)	7440-1 ¼	422 (500-1 ¼)
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1 ½ 466 (500-1 ½)	7600-2 566 (600-2)

REIL Rwy 22 **L**
MIRL Rwy 4-22 **L**

GILLETTE-CAMPBELL CO (GCC) 4 NW UTC-7(-6DT) N44°20.94' W105°32.36'**CHEYENNE**4365 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks

H-1E, 2F, L-12F, 13E

Class II, ARFF Index A NOTAM FILE GCC

IAP

RWY 16-34: H7500X150 (CONC-GRVD) S-60, D-110, 2S-139, 2D-160 HIRL 0.4% up SE**RWY 16:** REIL. PAPI(P4L)—GA 3.17° TCH 43'. Road.**RWY 34:** MALSR. PAPI(P4L)—GA 3.2° TCH 56'. P-line.**RWY 03-21:** H5803X75 (CONC-GRVD) S-40 MIRL

0.4% up SW

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 41'.**RWY 21:** REIL. PAPI(P4L)—GA 4.0° TCH 39'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 03:** TORA-5803 TODA-5803 ASDA-5803 LDA-5803**RWY 16:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500**RWY 21:** TORA-5803 TODA-5803 ASDA-5803 LDA-5803**RWY 34:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500

AIRPORT REMARKS: Attended 1300-0500Z±. 24 hr self service credit card fuel avbl. Migratory waterfowl in/ovf arpt. Mining/blasting ops ½ mile NE AER 21 during dalgt hours ctc twr. TPA-5165 (800) for 1st acft, 5565(1200) for large acft. PPR unscheduled air carrier operations with more than 30 passenger seats call arpt manager 307-686-1042. Portions of Twy C not visible from twr. When twr closed ACTIVATE HIRL Rwy 16-34, MIRL Rwy 03-21, MALSR Rwy 34, PAPI Rwy 03, Rwy 21, Rwy 16 and Rwy 34—CTAF. When twr closed sequence flashers Rwy 34 available on high setting only, REIL Rwy 03, Rwy 21 and Rwy 16 not available.

WEATHER DATA SOURCE: ASOS 124.175 (307) 682-1745. SAWRS (1300-0500Z±).**COMMUNICATIONS:** CTAF 118.5 UNICOM 122.95

RCO 122.3 (CASPER RADIO)

DENVER CENTER APP/DEP CON 135.6

TOWER 118.5 (1300-0500Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0500Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCC.

(H) VORW/DME 114.6 GCC Chan 93 N44°20.87' W105°32.61' at fld. 4334/12E.

VOR unusable:

250°-275° byd 20 NM below 8000'

DME unusable:

160°-190° byd 25 NM below 10,300'

190°-265° byd 20 NM below 8000'

190°-265° byd 30 NM below 13,000'

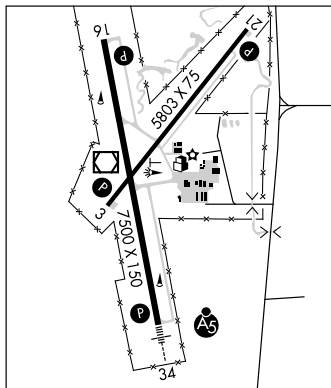
265°-330° byd 22 NM below 10,500'

DERYK NDB (MHW) 380 GC N44°16.25' W105°31.33'

339° 4.7 NM to fld. Unmonitored 0500-1300Z±.

ILS/DME 110.1 I-LLT Chan 38 Rwy 34. Class IT.

GS unusable byd 8 NM.

**GLENDON****THOMAS MEM** (76V) 1 N UTC-7(-6DT) N42°31.13' W105°01.15'**CHEYENNE**

4665 NOTAM FILE CPR

RWY 16-34: 4397X70 (DIRT-TURF)**RWY 16:** Tree. **RWY 34:** Road.

AIRPORT REMARKS: Unattended. CAUTION: occasional antelope on rwy. Ctc arpt manager 307-921-9623 prior to use for surface condition. Rwy 16-34 first 500' SE end very rough and 1+ grass entire length of rwy. Rwy 16-34 muddy, slick and soft when wet, occasional gopher holes.

COMMUNICATIONS: CTAF 122.9**GREEN RIVER****GTR GREEN RIVER INTERGALACTIC SPACEPORT** (48U) 4 S UTC-7(-6DT)**SALT LAKE CITY**

N41°27.48' W109°29.42'

7182 NOTAM FILE CPR

RWY 04-22: 5800X130 (DIRT)

AIRPORT REMARKS: Unattended. Uncontrolled vehicle access. Rwy soft when wet. Deep ruts and tall grass full length of rwy. 3' berm near rwy edges entire length of rwy. Rwy 04-22 width may vary based on grading. Airport on top of mountain, land descends very steeply from rwy ends. No line of sight between rwy ends. No snow removal avbl.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-LLT 110.1 Chan 38	APP CRS 338°	Rwy Idg TDZE Apt Elev	7500 4365 4365
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ILS or LOC RWY 34

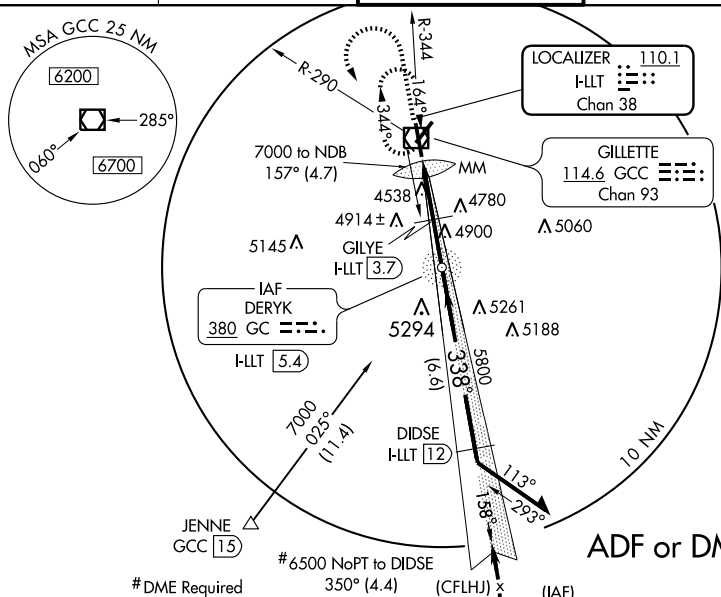
GILLETTE-CAMPBELL COUNTY (GCC)

For inoperative MALSR, increase S-LOC Cat A, and GILYE FIX MINIMUMS S-LOC Cat A/B visibilities to 1. Inoperative table does not apply to S-ILS 34. When VGSI inoperative, circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. ADF or DME required.

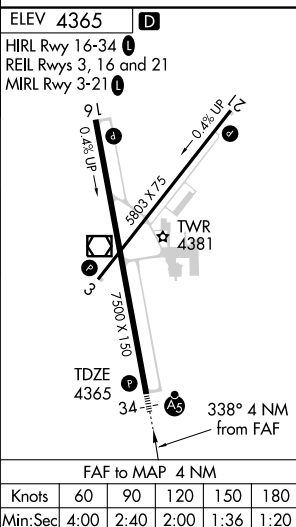


MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 via heading 150° and GCC VOR/DME R-290 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER* 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ADF or DME REQUIRED



ELEV 4365	D	HIRL Rwy 16-34	REIL Rwy 3, 16 and 21	MIRL Rwy 3-21
5700	7000	GCC R-290 114.6	GCC 114.6	DERYK NDB I-LLT 5.4
Use I-LLT DME when on LOC course	I-LLT 1.4	I-LLT 3	GILYE I-LLT 3.7	Remain within 10 NM
* LOC only	0.4	1.2	0.7	1.7 NM
CATEGORY	A	B	C	D
S-ILS 34	4565-3/4 200 (200-3/4)			
S-LOC 34	5200-3/4	835 (900-3/4)	5200-2	835 (900-2)
CIRCLING	5200-1	835 (900-1)	5200-2 1/2	835 (900-2 1/4)
GILYE FIX MINIMUMS				
S-LOC 34	4940-3/4	575 (600-3/4)	4940-1	575 (600-1)
CIRCLING	5040-1	675 (700-1)	5120-2 1/4	575 (600-1 1/4)
			755 (800-2 1/4)	5280-3
				915 (1000-3)

WAAS CH 86221 W16A	APP CRS 158°	Rwy Idg TDZE Apt Elev	7500 4337 4365
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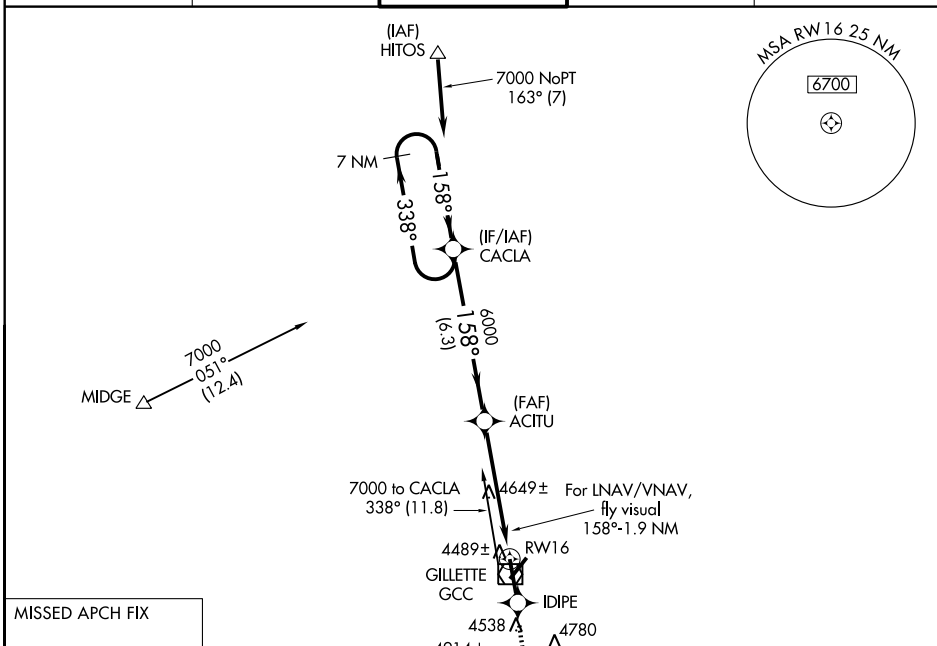
RNAV (GPS) RWY 16

GILLETTE-CAMPBELL COUNTY (GCC)

V DME/DME RNP-0.3 NA. Baro-VNAV NA below -23°C (-9°F).
A If local altimeter setting not received, procedure NA.
 When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 7000 direct IDIPE and via 161° track to JUGIP and hold.

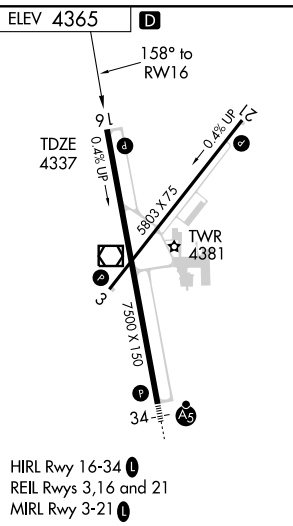
ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER ★ 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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MISSED APCH FIX



7 NM Holding Pattern	CACLA	*LNAV only	7000	IDIPE	161° track	JUGIP
7000	← 338°	→ 158°	ACITU	*1.6 NM to RW16	For LNAV/VNAV, Fly visual, 158°-1.9 NM	RW16
GS 3.00° TCH 45	6000	6.3 NM	3.4 NM	1.6		
CATEGORY	A	B	C	D		
LPV DA	4660-1¼	323 (300-1¼)				
LNAV/VNAV DA	4980-2	643 (700-2)				
LNAV MDA	4900-1 563 (600-1)	4900-1½ 563 (600-1½)	4900-1¾ 563 (600-1¾)			
CIRCLING	5040-2¼ 675 (700-2¼)	5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)			



WAAS CH 86204 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	7500 4365 4365
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RNAV (GPS) RWY 34

GILLETTE-CAMPBELL COUNTY (GCC)

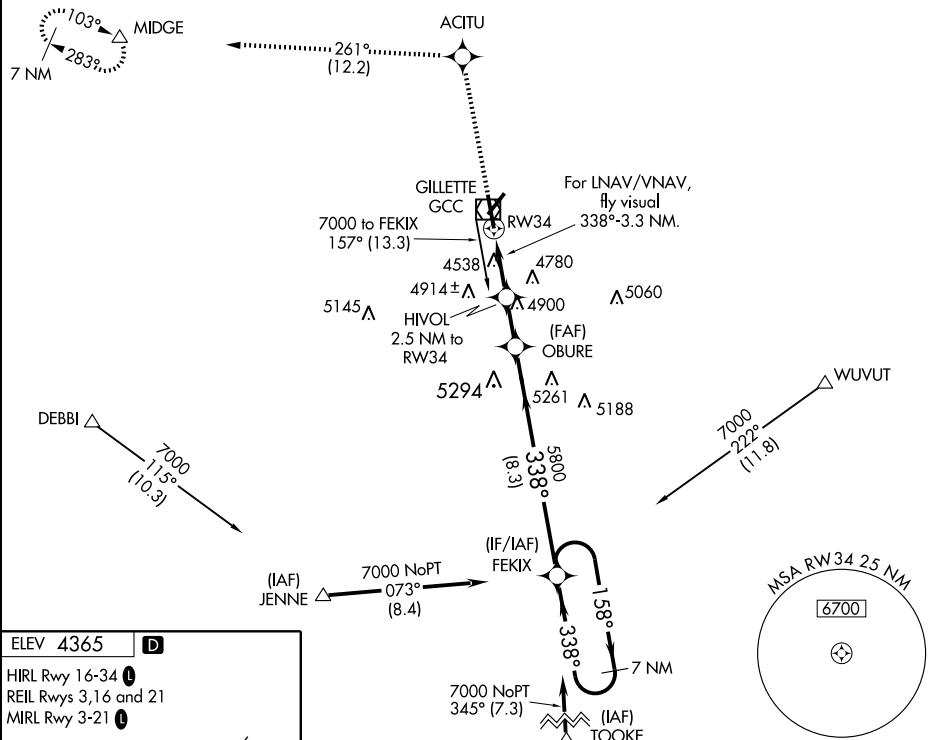
▼ Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSR, increase LNAV Cat A visibility to 1. When VGSI inoperative, Circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA below -23°C (-9°F)

MALSR



MISSED APPROACH: Climb to 7000 direct ACITU and via 261° track to MIDGE and hold.

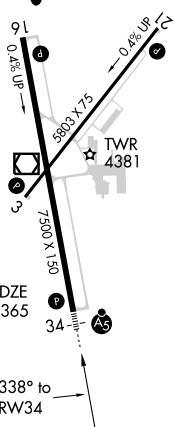
ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER* 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 4365

D

HIRL Rwy 16-34
REIL Rwy 3, 16 and 21
MIRL Rwy 3-21



7000	ACITU	261° track	MIDGE	VGSI and RNAV glidepath not coincident	7 NM Holding Pattern
For LNAV/VNAV, fly visual 338°-3.3 NM	HIVOL 2.5 NM to RW34	OBURE	FEKIX	158°	7000
5200	5800	338°	338°	GS 3.00°	TCH 52
2.5 NM	1.8 NM	8.3 NM			
CATEGORY	A	B	C	D	
LPV DA	4620-3/4	255 (300-3/4)			
LNAV/VNAV DA	5480-2	1115 (1200-2)	5480-3	1115 (1200-3)	
LNAV MDA	5120-3/4	755 (800-3/4)	5120-13/4	755 (800-13/4)	5120-2
					755 (800-2)
CIRCLING	5480-4	1115 (1200-4)			

GILLETTE, WYOMING

Orig 10098

44°21'N-105°32'W

GILLETTE-CAMPBELL COUNTY (GCC)

RNAV (GPS) RWY 34

VOR/DME GCC 114.6 Chan 93	APP CRS 158°	Rwy Idg TDZE Apt Elev 7500 4337 4365
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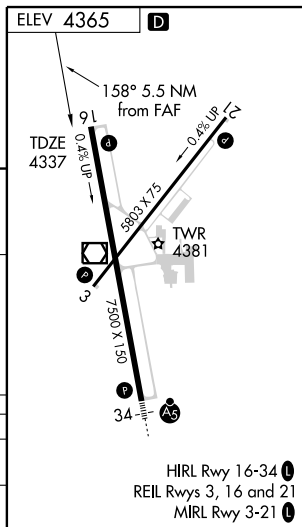
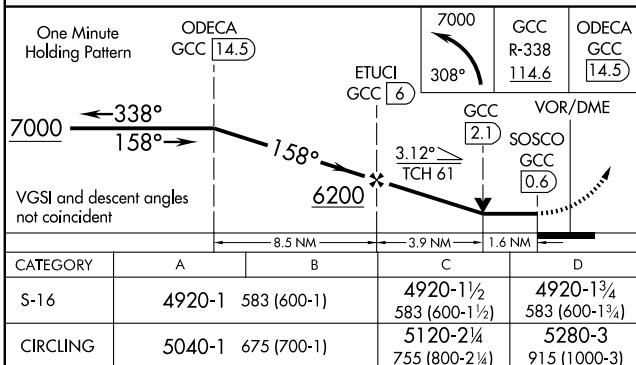
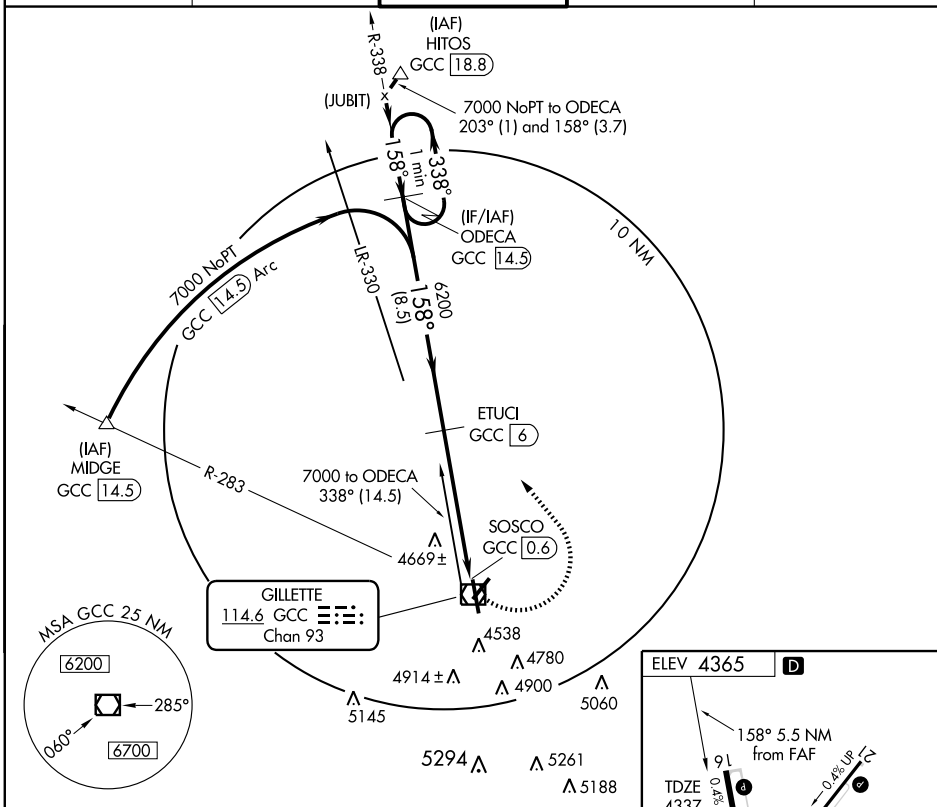
VOR/DME RWY 16

GILLETTE-CAMPBELL COUNTY (GCC)

▼ Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, procedure NA.
 When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climbing left turn to 7000 via heading 308° and GCC R-338 to ODECA/14.5 DME and hold.

ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER ★ 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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VOR/DME GCC <u>114.6</u> Chan 93	APP CRS 334°	Rwy Idg 7500 TDZE 4365 Apt Elev 4365
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VOR/DME RWY 34
GILLETTE-CAMPBELL COUNTY (GCC)

T For inoperative MALSR, increase S-34 Cat A visibility to 1.
A When VGSI inoperative, Circling Rwy 3 NA at night.
If local altimeter setting not received, procedure NA.

MALSR

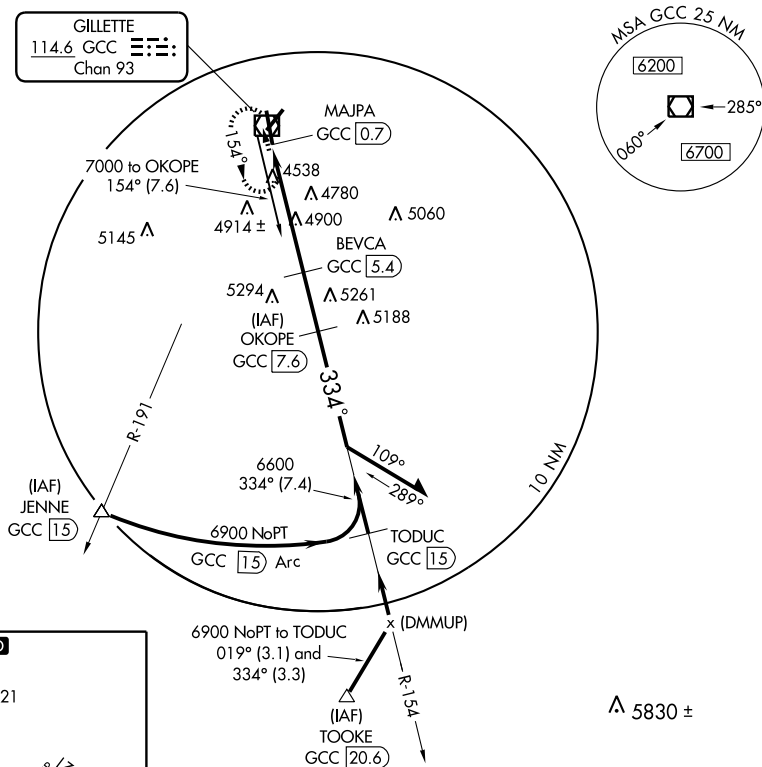
MISSED APPROACH: Climb to 7000 via GCC VOR/DME R-154 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS
124.175

DENVER CENTER
135.6 363.025

GILLETTE TOWER★
118.5 (CTAF) **L**

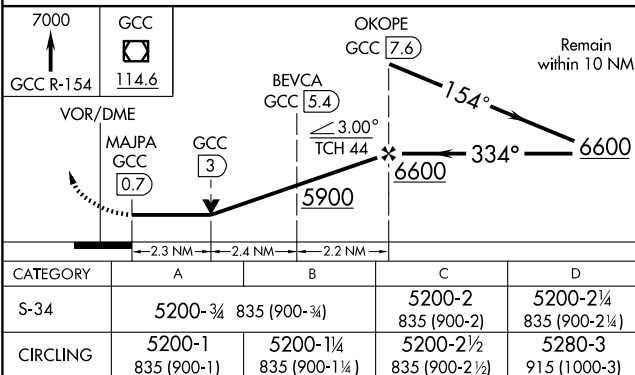
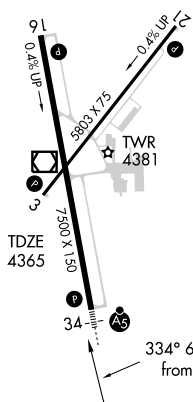
GND CON
121.7

UNICOM
122.95

ELEV 4365

D

HIRL Rwy 16-34 **L**
REIL Rwy 3, 16 and 21
MIRL Rwy 3-21 **L**



GILLETTE, WYOMING

Amdt 1 09351

GILLETTE-CAMPBELL COUNTY (GCC)

VOR/DME RWY 34

44°21'N-105°32'W

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC-7(-6DT) N44°31.01' W108°04.97'

3939 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE GEY

RWY 15-33: H6302X100 (ASPH-PFC) S-85, D-150, 2S-175, 2D-290 MIRL

RWY 07-25: H3699X75 (ASPH) S-12.5 0.6% up W

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z. For svc after hrs call 307-765-9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066' abv arpt elevation 4-5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15-33-122.8.

WEATHER DATA SOURCES: ASOS 135.325 (307) 765-9406.**COMMUNICATIONS:** CTAF 122.9**SALT LAKE CENTER APP/DEP CON** 133.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE WRL.

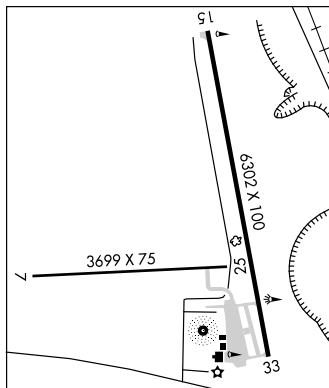
WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85' W107°57.05' 337° 33.6 NM to fld. 4190/13E.

GREYBULL NDB (MHW) 275 GEY N44°30.69' W108°04.98' at fld. NOTAM FILE GEY.

BILLINGS

H-1E, L-13D

IAP



GREYBULL N44°30.69' W108°04.98'. NOTAM FILE GEY.

NDB (MHW) 275 GEY at South Big Horn Co.

BILLINGS

L-13D

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC-7(-6DT) N42°15.58' W104°43.70'

4400 B S2 FUEL 100LL NOTAM FILE CPR

RWY 14-32: H5499X75 (ASPH-PFC) D-175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW

RWY 14: PAPI(P4L)—GA 3.3° TCH 38'.

RWY 32: PAPI(P4L)—GA 3.3° TCH 38'. Rgt tfc.

MILITARY SERVICE: FUEL J8 (Mil) (NC-100LL)

AIRPORT REMARKS: Attended 1500-0000Z. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40' drop off on both approach ends of rwy. Rwy 14-32 25' asphalt non-weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14-32 NSTD MIRL, thld lights only, 3 lights each side. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14-32—CTAF.

MILITARY REMARKS: RSTD All transient acft PPR DSN 388-7832/7810.

CAUTION: C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130 fixed wing operations year round. Fixed wing acft over 12,500 lbs must use concrete turnarounds at each thld and center of Rwy 14-32. **TFC PAT** Fixed wing turbo 5900'. Rotary Wing. 5100'.

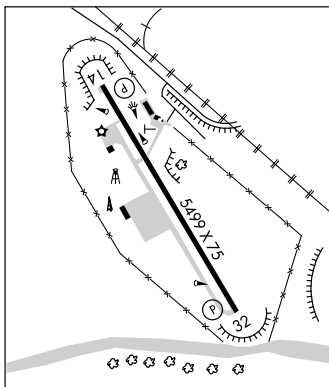
MISC R-7001 A,B,C 6 NM northwest. Small arms range 1 NM south. **ARNG** No transient maintenance.**COMMUNICATIONS:** CTAF/UNICOM 122.7**DENVER CENTER APP/DEP CON** 135.6 363.025**RADIO AIDS TO NAVIGATION:** NOTAM FILE DGW.**HIPSHER (L) VORW/DME** 108.6 IIP Chan 23 N42°40.57' W105°13.57' 126° 33.4 NM to fld. 4906/12E.

NDB (HW) 280 GYZ N42°14.40' W104°42.86' 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°-120° byd 25 NM blo 6500'; 195°-280°.

CHEYENNE

H-3E, 5A, L-12F

IAP



HARFORD FLD (See CASPER)

HIPSHER N42°40.57' W105°13.57' NOTAM FILE DGW.

(L) VORW/DME 108.6 IIP Chan 23 304° 10.1 NM to Converse Co. 4906/12E.

CHEYENNE

L-12F

NDB GEY 275	APP CRS 318°	Rwy Idg TDZE Apt Elev	6302 3913 3939
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NDB RWY 33

GREYBULL/SOUTH BIG HORN COUNTY (GEY)

V If local altimeter setting not received, use Worland altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopter NA.

A NA

MISSED APPROACH: Climbing left turn to 6500 in GEY NDB holding pattern.

ASOS
135.325

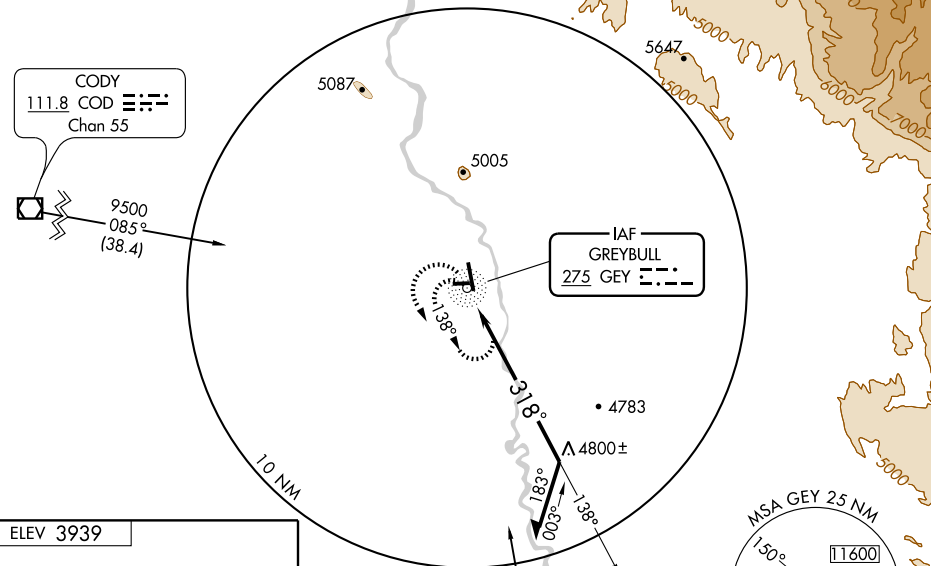
SALT LAKE CENTER
133.25 285.6

CTAF
122.9

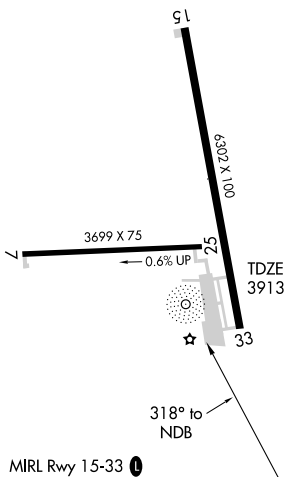
122.8 0

CODY
111.8 COD Chan 55

9500
085°
(38.4)



ELEV 3939



MIRL Rwy 15-33 0

WORLAND
114.8 RLY Chan 95

6500 GEY
275

NDB

Remain
within 10 NM

138°
318°
6300

CATEGORY	A	B	C	D
S-33	5200-1¼ 1287 (1300-1¼)	5200-1½ 1287 (1300-1½)	5200-3	1287 (1300-3)
CIRCLING	5200-1¼ 1261 (1300-1¼)	5200-1½ 1261 (1300-1½)	5200-3	1261 (1300-3)

APP CRS 073°	Rwy ldg TDZE Apt Elev	N/A N/A 3939
------------------------	-----------------------------	---

RNAV (GPS)-A

GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

▼ DME/DME RNP -0.3 NA.
▲ If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
 Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

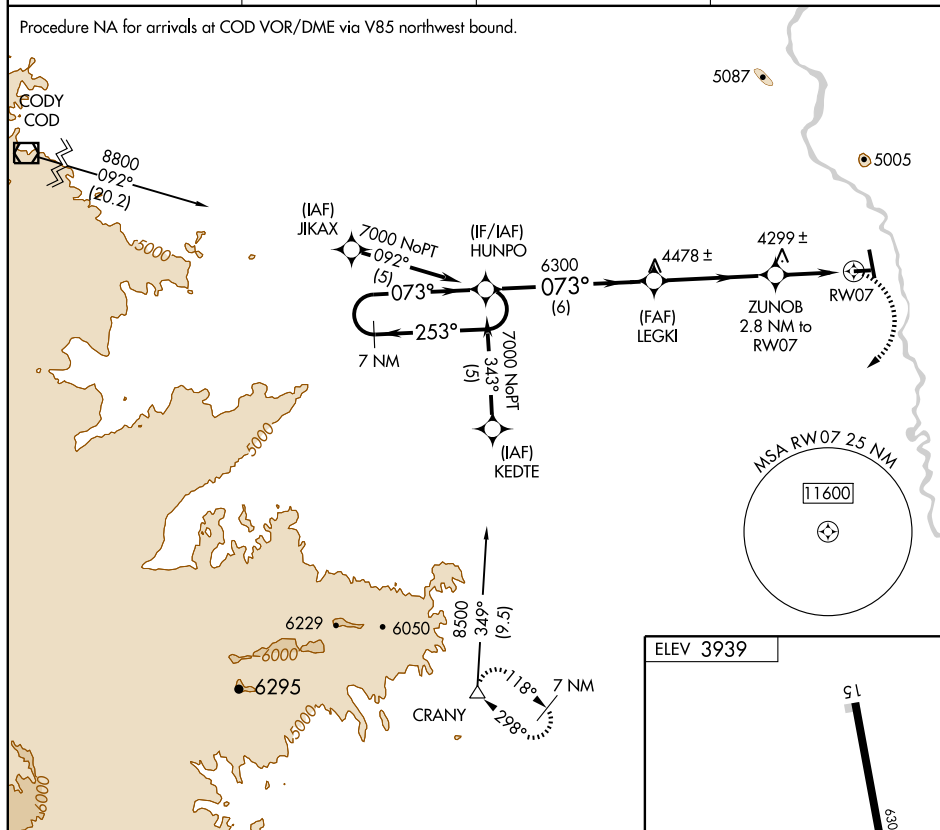
ASOS
135.325

SALT LAKE CENTER
133.25 285.6

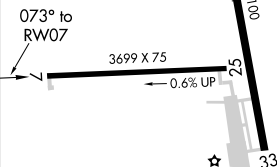
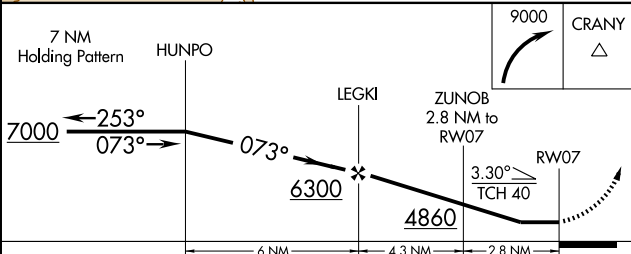
CTAF
122.9

122.8 0

Procedure NA for arrivals at COD VOR/DME via V85 northwest bound.



ELEV 3939



CATEGORY	A	B	C	D
CIRCLING	4560-1 621 (700-1)	4580-1 641 (700-1)	NA	

MIRL Rwy 15-33 0

APP CRS **335°**
Rwy Idg **6302**
TDZE **3913**
Apt Elev **3939**

RNAV (GPS) RWY 33

GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
▲ VDP NA when using Worland altimeter setting.
Circling to Rwy 7/25 NA at night.

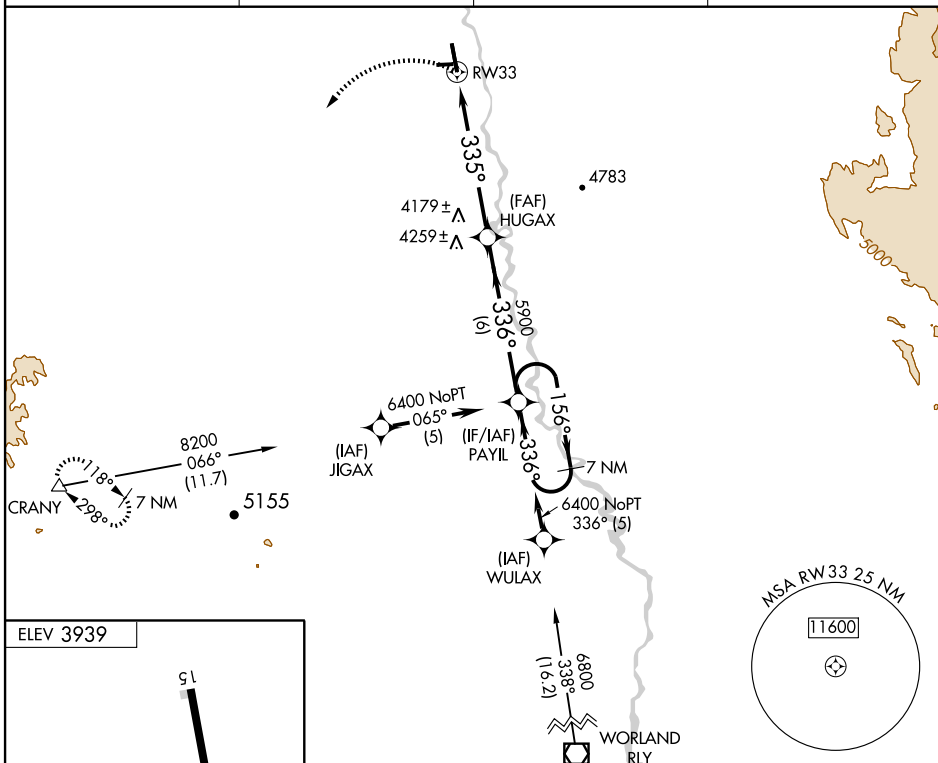
MISSED APPROACH: Climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS
135.325

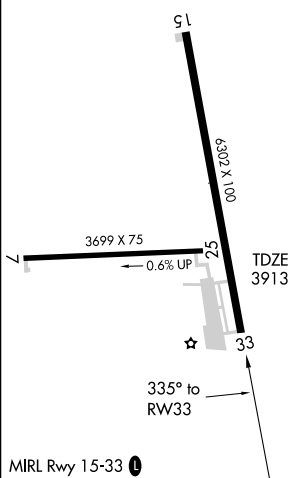
SALT LAKE CENTER
133.25 285.6

CTAF
122.9

122.8



ELEV 3939



MIRL Rwy 15-33

GREYBULL, WYOMING
Orig 10154

GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

44°31'N-108°05'W

RNAV (GPS) RWY 33

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC-7(-6DT) N44°31.01' W108°04.97'

3939 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE GEY

RWY 15-33: H6302X100 (ASPH-PFC) S-85, D-150, 2S-175, 2D-290 MIRL

RWY 07-25: H3699X75 (ASPH) S-12.5 0.6% up W

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z. For svc after hrs call 307-765-9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066' abv arpt elevation 4-5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15-33-122.8.

WEATHER DATA SOURCES: ASOS 135.325 (307) 765-9406.**COMMUNICATIONS:** CTAF 122.9**SALT LAKE CENTER APP/DEP CON** 133.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE WRL.

WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85' W107°57.05' 337° 33.6 NM to fld. 4190/13E.

GREYBULL NDB (MHW) 275 GEY N44°30.69' W108°04.98' at fld. NOTAM FILE GEY.

BILLINGS

H-1E, L-13D

IAP



GREYBULL N44°30.69' W108°04.98'. NOTAM FILE GEY.

NDB (MHW) 275 GEY at South Big Horn Co.

BILLINGS

L-13D

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC-7(-6DT) N42°15.58' W104°43.70'

4400 B S2 FUEL 100LL NOTAM FILE CPR

RWY 14-32: H5499X75 (ASPH-PFC) D-175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW

RWY 14: PAPI(P4L)—GA 3.3° TCH 38'.

RWY 32: PAPI(P4L)—GA 3.3° TCH 38'. Rgt tfc.

MILITARY SERVICE: FUEL J8 (Mil) (NC-100LL)

AIRPORT REMARKS: Attended 1500-0000Z. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40' drop off on both approach ends of rwy. Rwy 14-32 25' asphalt non-weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14-32 NSTD MIRL, thld lights only, 3 lights each side. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14-32—CTAF.

MILITARY REMARKS: RSTD All transient acft PPR DSN 388-7832/7810.

CAUTION: C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130 fixed wing operations year round. Fixed wing acft over 12,500 lbs must use concrete turnarounds at each thld and center of Rwy 14-32. **TFC PAT** Fixed wing turbo 5900'. Rotary Wing. 5100'.

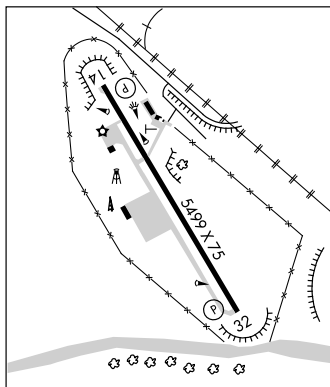
MISC R-7001 A,B,C 6 NM northwest. Small arms range 1 NM south. **ARNG** No transient maintenance.**COMMUNICATIONS:** CTAF/UNICOM 122.7**DENVER CENTER APP/DEP CON** 135.6 363.025**RADIO AIDS TO NAVIGATION:** NOTAM FILE DGW.**HIPSHER (L) VORW/DME** 108.6 IIP Chan 23 N42°40.57' W105°13.57' 126° 33.4 NM to fld. 4906/12E.

NDB (HW) 280 GYZ N42°14.40' W104°42.86' 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°-120° byd 25 NM blo 6500'; 195°-280°.

CHEYENNE

H-3E, 5A, L-12F

IAP



HARFORD FLD (See CASPER)

HIPSHER N42°40.57' W105°13.57' NOTAM FILE DGW.

(L) VORW/DME 108.6 IIP Chan 23 304° 10.1 NM to Converse Co. 4906/12E.

CHEYENNE

L-12F

APP CRS **321°**
 Rwy Idg **5499**
 TDZE **4374**
 Apt Elev **4400**

GPS RWY 32

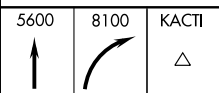
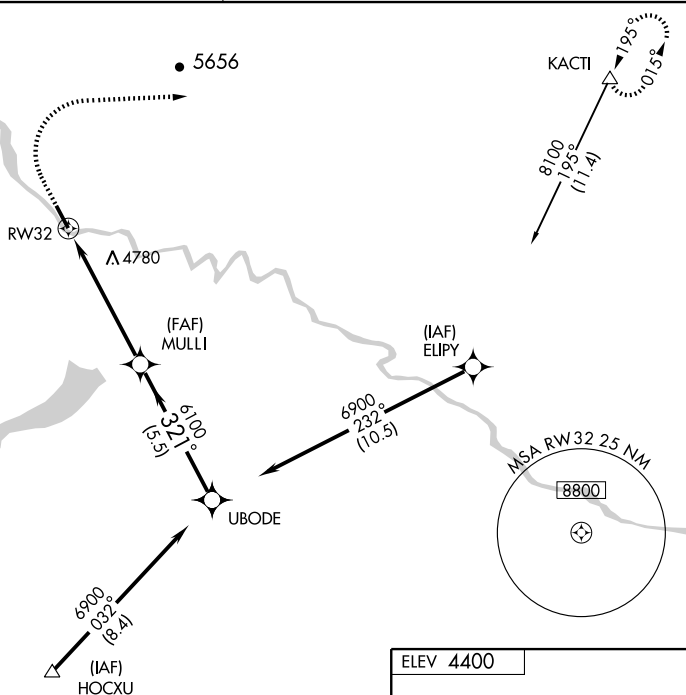
GUERNSEY/CAMP GUERNSEY (7V6)

▽ Obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting.
△ NA Descent angle NA when using Scottsbluff altimeter setting.

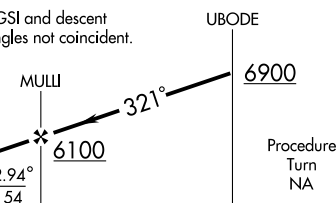
MISSED APPROACH: Climb to 5600 then climbing right turn to 8100 direct KACTI WP and hold.

DENVER CENTER
135.6 363.025

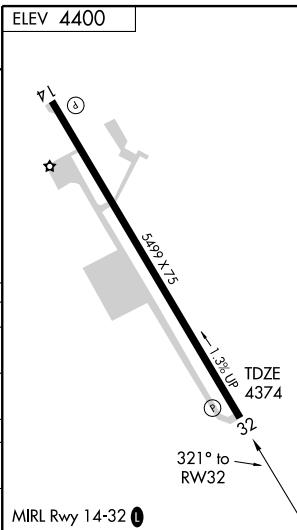
UNICOM
122.7 (CTAF) 0



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-32	5040-1	666 (700-1)	5040-1 3/4 666 (700-1 3/4)	5040-2 666 (700-2)
CIRCLING	5340-1 1/4 940 (1000-1 1/4)	5340-1 1/2 940 (1000-1 1/2)	5420-3	1020 (1100-3)
SCOTTSBLUFF, NE ALTIMETER SETTING MINIMUMS				
S-32	5240-1	866 (900-1)	5240-2 3/4	866 (900-2 3/4)
CIRCLING	5540-1 1/4 1140 (1200-1 1/4)	5540-1 1/2 1140 (1200-1 1/2)	5620-3	1220 (1300-3)



NDB GY
280

APP CRS
321°

Rwy Idg	5499
TDZE	4374
Apt Elev	4400

NDB RWY 32

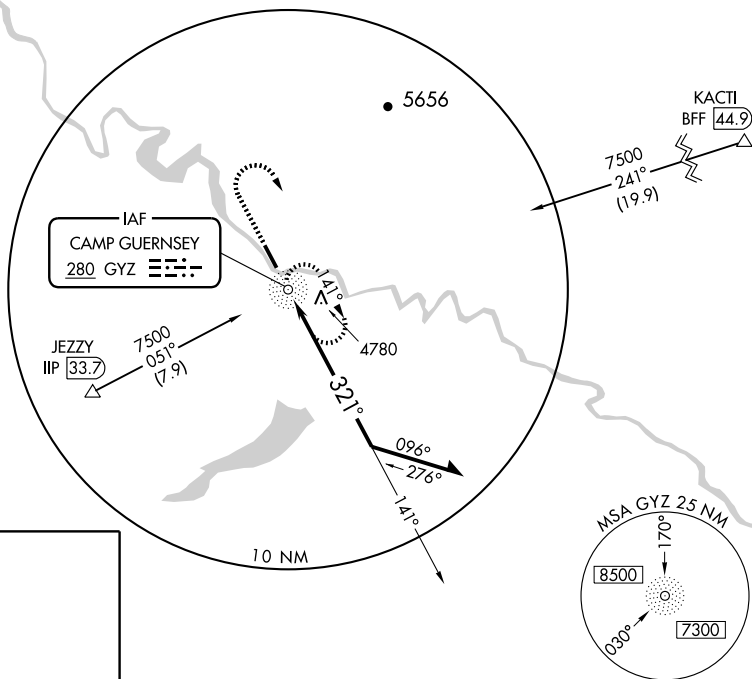
GUERNSEY/CAMP GUERNSEY (7V6)

T When control tower closed obtain local altimeter setting on UNICOM, **A** NA when not received use Scottsbluff, NE altimeter setting and increase all MDAs 200 feet and increase CATs B and C visibilities $\frac{1}{2}$ mile.

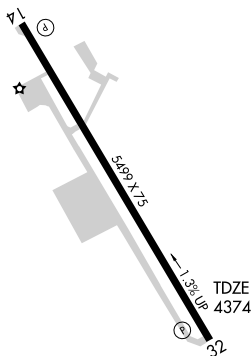
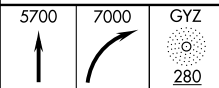
MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct GYZ NDB and hold.

DENVER CENTER
135.6 363.025

UNICOM
122.7 (CTAF) **L**



ELEV 4400

MIRL Rwy 14-32 **L**

NDB Remain within 10 NM

141°

6700

CATEGORY	A	B	C	D
S-32	5280-1¼ 906 (900-1¼)		5280-2¾ 906 (900-2¾)	5280-3 906 (900-3)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3 1020 (1100-3)	

GUERNSEY, WYOMING

Orig-A 10098

GUERNSEY/CAMP GUERNSEY (7V6)

NDB RWY 32

42°16'N-104°44'W

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

HORSE N41°08.80' W104°40.73'. NOTAM FILE CYS.

CHEYENNE

NDB (LOM) 353 CY 263° 6.0 NM to Cheyenne Rgnl/Jerry Olson Fld. Unmonitored when twr clsd.

HOT SPRINGS CO—THERMOPOLIS MUNI (See THERMOPOLIS)

HULETT MUNI (W43) 2 SE UTC−7(−6DT) N44°39.77' W104°34.07'

BILLINGS

4264 B **FUEL** 100LL NOTAM FILE CPR

H-2G, L-12F, 13E

RWY 13-31: H5500X75 (ASPH) S-12.5 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 4.00° TCH 40'.

RWY 31: REIL. PAPI(P2L)—GA 4.00° TCH 40'. Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel avbl.
Radio controlled acft occasional opr 0.5 miles E of AER Rwy 31
blo 400' AGL. Devils Tower National Monument located
approximately 7 miles SW of arpt. Voluntary 2 mile flight
avoidance radius in effect Jan-May and Jul-Dec. Voluntary 3 mile
flight avoidance radius in effect in Jun. Retro-reflective markers
along twys. **ACTIVATE MIRL** Rwy 13-31 and REIL Rwy 13 and Rwy
31—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.775 (307) 467-5575.

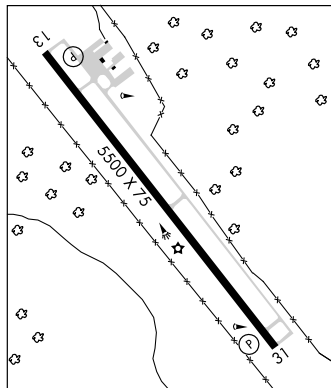
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.

GILLETTE (H) VORW/DME 114.6 GCC Chan 93 N44°20.87'

W105°32.61' 053° 46.0 NM to fld. 4334/12E.



HUNT FLD (See LANDER)

APP CRS	Rwy Idg	N/A
014°	TDZE	N/A
	Apt Elev	4264

RNAV (GPS)-A

HULETT MUNI (W43)

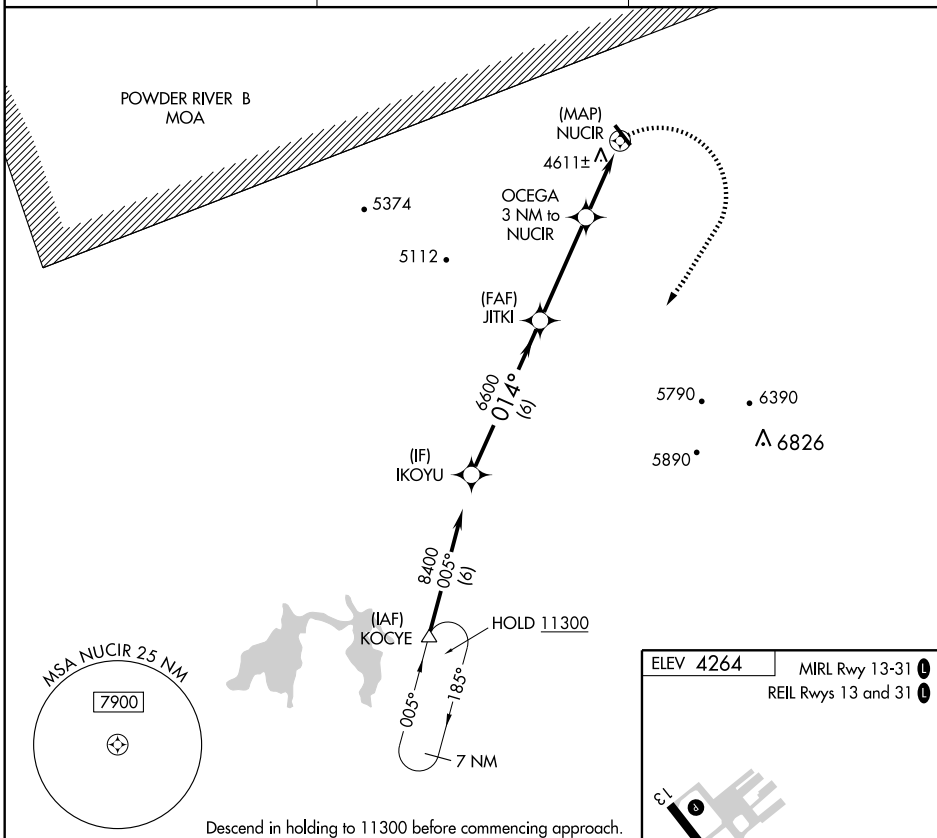
Procedure NA at night. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Gillette altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

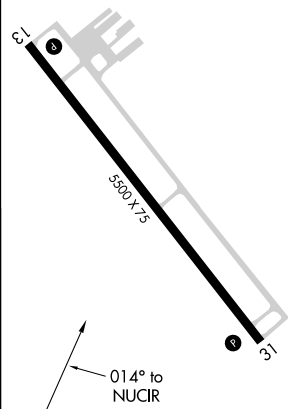
AWOS-3
128.755

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **1**



ELEV 4264

MIRL Rwy 13-31 **1**REIL Rwys 13 and 31 **1**

IKOYU

8400

Procedure
Turn
NA

014°

JTKI

6600

OCEGA
3 NM to
NUCIR

5620

15000

KOCYE

△

NUCIR

6 NM

4 NM

3 NM

CATEGORY

A

B

C

D

CIRCLING

4920-1
656 (700-1)5060-1¼
796 (800-1¼)

NA

AIRPORT DIAGRAM

AL-504 (FAA)

JACKSON HOLE (JAC)

JACKSON, WYOMING

ATIS
120.625
JACKSON TOWER ★
118.075
GND CON
124.55



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
6451

RWY 01-19
S-75, D-200, 2S-175, 2D-380

TWR
6506 ★

43°36.5'N

6300 X 150

TERMINAL

HANGARS

43°36.0'N

ELEV
6413

110°44.5'W

110°44.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

AIRPORT DIAGRAM

JACKSON, WYOMING

JACKSON HOLE (JAC)

JACKSON HOLE (JAC) 7 N UTC-7(-6DT) N43°36.44' W110°44.27'

6451 B S4 FUEL 100, JET A OX 3 ARFF Index See Remarks. NOTAM FILE JAC
RWY 01-19: H6300X150 (ASPH-PFC) S-75, D-200, 2S-175, 2D-380 HIRL 0.6% up N

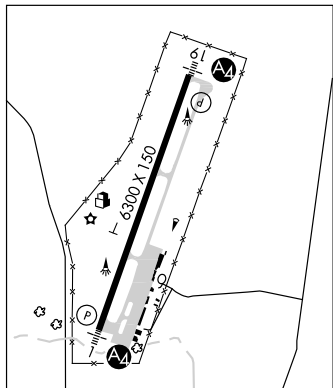
SALT LAKE CITY

H-3D, L-11D

IAP, AD

RWY 19: MALS. PAPI(P4L)—GA 3.0° TCH 38'.
RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 50'. Road.

AIRPORT REMARKS: Attended 1300-0500Z†. On call 24 hours phone 307-733-4767 or 307-739-1999. Class I, ARFF Index B. Only ARFF Index B avbl Jun 1 through Oct 31 and Apr 16 through May 30. ARFF avbl only during scheduled air carrier ops unless PPR. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 307-733-7682. PPR. Sage grouse on and in vicinity of arpt Apr-Oct. 35'-53' trees 700'-800' west of thld Rwy 01. Possible severe winter conditions from Nov-Apr check NOTAMS for arpt conditions, no arpt information nor snow removal guaranteed during hours of nonattendance. Hang gliding ops 9 miles south of arpt near ski area and 9 miles south southwest of arpt along the ridge. Balloon ops invof arpt, W and SW, May-Oct. Noise abatement procedures in effect for acft departures on Rwy 19. Contact airport management at 307-733-7682. All stage 2 acft, regardless of weight, prohibited. For public health and safety flts, ctc arpt manager at 307-733-6474. When ATCT closed ACTIVATE HIRL Rwy 01-19, MALS Rwy 01-19, Twy lgts and wind tee—CTAF.



WEATHER DATA SOURCES: AWOS-3 120.625 (307) 739-9108 (0400-1400Z†). SAWRS (1400-0400Z†)

COMMUNICATIONS: CTAF 118.075 ATIS 120.625 UNICOM 122.95

RCO 122.05 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 133.25

TOWER 118.075 (1400-0400Z†) GND CON 124.55

AIRSPACE: CLASS D svc 1400-0400Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE JAC.

(L) VOR/DME 115.4 JAC Chan 101 N43°37.26' W110°43.90' at fld. 6452/13E.

VOR/DME unusable:

020°-035° byd 20 NM

035°-048° byd 11 NM

048°-070° byd 5 NM blo 16,000'

048°-070° byd 10 NM

070°-090° byd 20 NM

090°-110° byd 15 NM

110°-130° byd 20 NM

130°-135° byd 15 NM

135°-160° byd 20 NM

160°-180° byd 30 NM

180°-205° byd 35 NM

205°-220° byd 20 NM blo 15,000'

220°-270° byd 10 NM

270°-280° byd 8 NM blo 15,000'

270°-335° byd 10 NM

335°-350° byd 15 NM.

ILS/DME 109.1 I-JAC Chan 28 Rwy 19. ILS unmonitored. Localizer unusable byd 15° right of course.

JOHNO N42°54.43' W106°34.20' NOTAM FILE CPR.

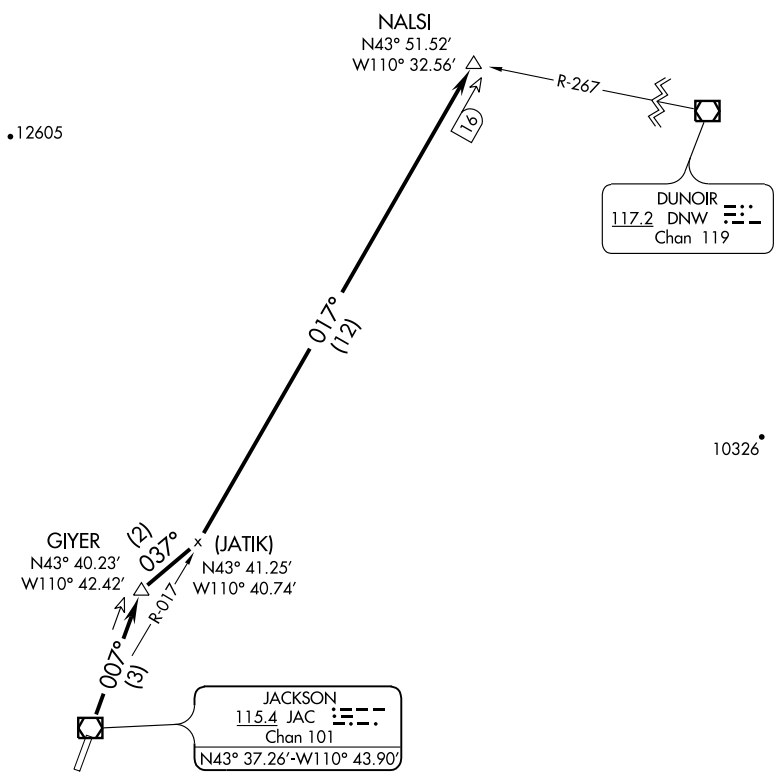
NDB (LOM) 375 CP 077° 4.7 NM to Casper/Natrona Co Intl.

CHEYENNE

JOHNSON CO (See BUFFALO)

GEYSER FOUR DEPARTURE (OBSTACLE)

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625



TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 450' per NM to 14000, or 4400-3 for climb in visual conditions.
Rwy 19: Not authorized - ATC.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 14000 via JAC R-007 to GIYER/JAC 3 DME, then right turn heading 037° to intercept JAC R-017 to NALSI INT/JAC 16 DME; or for climb in visual conditions: Cross JAC VOR/DME northbound at or above 10800 then climb to 14000 via JAC R-017 to NALSI INT/JAC 16 DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

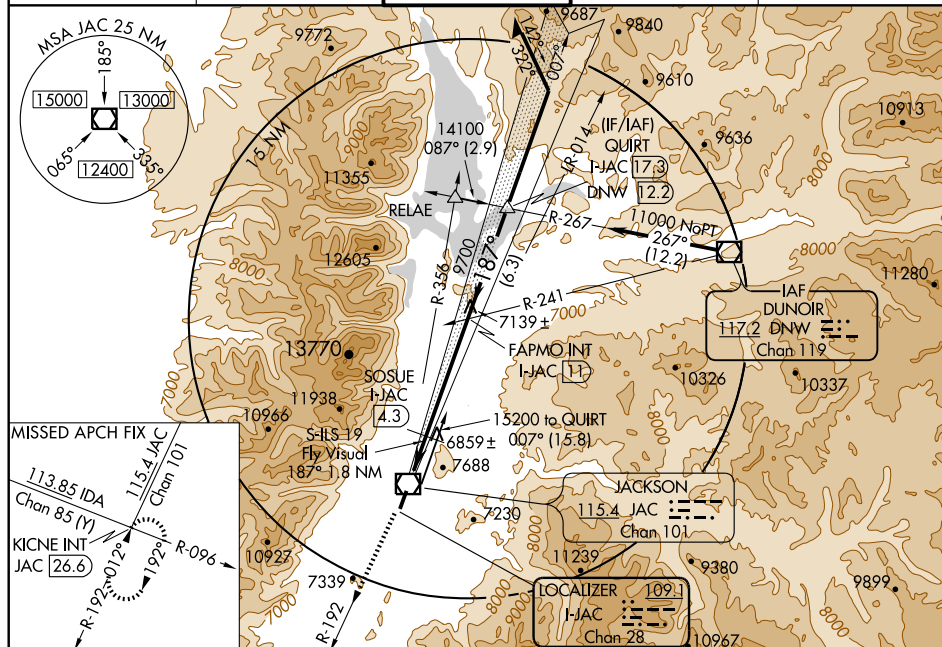
LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy Idg TDZE Apt Elev 6300 6451 6451
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ILS or LOC Y RWY 19

JACKSON HOLE (JAC)

V A NA	Inoperative table does not apply. Circling NA east of Rwy 1-19.	MALS A2	MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.
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ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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ELEV 6451	14000	KICNE INT	*LOC only	QUIRT I-JAC 17.3	Remain within 10 NM
187° 9.8 NM from FAF	6477 Δ	S-ILS 19 Fly Visual 187° 1.8 NM	SOSUE I-JAC 4.3	14100	007°
TWR 6506 ☆	6466 \pm Δ	I-JAC 1.2	I-JAC 3.7	9700	187°
6300 X 150	0.8% UP	2.5 NM	0.6	6.7 NM	6.3 NM
HIRL Rwy 1-19					
FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

JACKSON, WYOMING



Orig 10154

43° 36'N - 110° 44'W

JACKSON HOLE (JAC)
ILS or LOC Y RWY 19

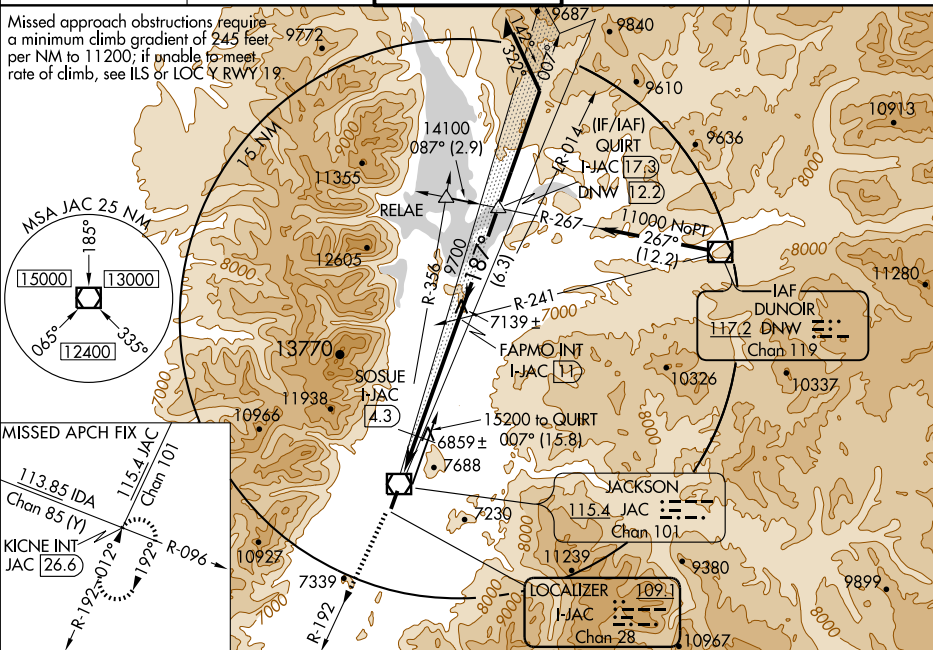
LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy Idg 6300 TDZE 6451 Apt Elev 6451
---	------------------------	---

ILS or LOC Z RWY 19
JACKSON HOLE (JAC)

	Inoperative table does not apply to S-LOC 19. Circling NA east of Rwy 1-19.	MALSS 	MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.
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ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
------------------------	---	---	--------------------------	-------------------------

Missed approach obstructions require a minimum climb gradient of 245 feet per NM to 11 200; if unable to meet rate of climb, see ILS or LOC Y RWY 19



Category	A	B	C	D
S-ILS 19	6651-3/4	200 (200-3/4)		
S-LOC 19	7500-1 1/4 1049 (1100-1 1/4)	7500-1 1/2 1049 (1100-1 1/2)	7500-3	1049 (1100-3)
CIRCLING	7500-1 1/4 1049 (1100-1 1/4)	7500-1 1/2 1049 (1100-1 1/2)	7500-3	1049 (1100-3)

JACKSON, WYOMING

Orig 10154

JACKSON HOLE (JAC)

ILS or LOC Z RWY 19

43° 36'N - 110° 44'W

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 58299 W01A	APP CRS 006°	Rwy Idg 6300 TDZE 6431 Apt Elev 6451
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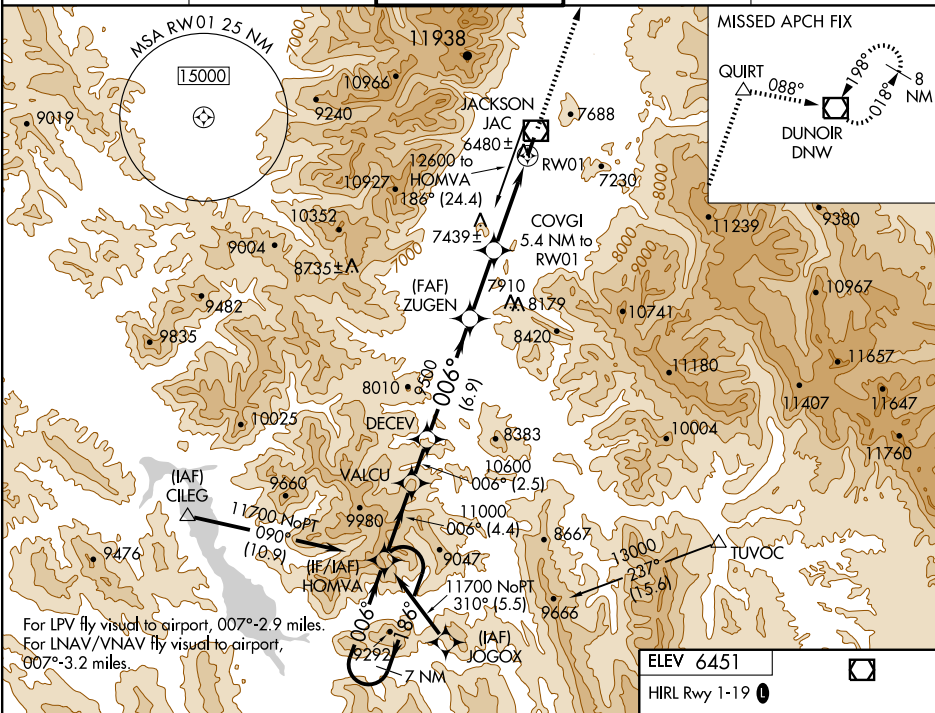
RNAV (GPS) X RWY 1
JACKSON HOLE (JAC)

- T** Circling NA east of Rwy 1-19. Inoperative table does not apply.
A If local altimeter setting not received, procedure NA.
 Baro-VNAV NA below -27°C (-16°F). DME/DME RNP- 0.3 NA.

MAL

MISSED APPROACH: Climb to 14000 direct QURT and via 088° track to DNW VOR/DME and hold, continue climb-in-hold to 14000.

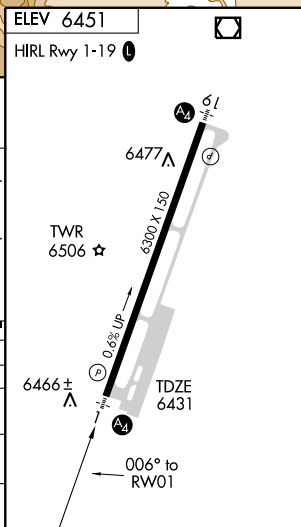
ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

7 NM Holding Pattern		HOMVA		*LNAV only		<div>14000 ↑</div>		<div>QUIRT △</div>		<div>088° tr</div>		<div>DNW ◻</div>	
11700 ← 186° 006° →		VALCU		DECEV		ZUGEN		COVGI 5.4 NM to RW01		LPV fly visual, 007°-2.9 miles LNAV/VNAV fly visual, 007°-3.2 miles			
GS 3.00° TCH 50		11000		10600		9500		8200		*3.7 NM to RW01		RW01	
		4.4 NM		2.5 NM		6.9 NM		3.9		1.7		3.7	
CATEGORY		A		B		C		D					
LPV DA		7393-2 962 (1000-2)											
LNAV/VNAV DA		7470-2 1039 (1100-2)				7470-3 1039 (1100-3)							
LNAV MDA		7640-1¼ 1209 (1200-1¼)				7640-1½ 1209 (1200-1½)				7640-3 1209 (1200-3)			
CIRCLING		7640-1¼ 1189 (1200-1¼)				7640-1½ 1189 (1200-1½)				7640-3 1189 (1200-3)			



JACKSON, WYOMING

Amdt 1A 10154

43° 36'N - 110° 44'W

JACKSON HOLE (JAC)


RNAV (GPS) X RWY 1

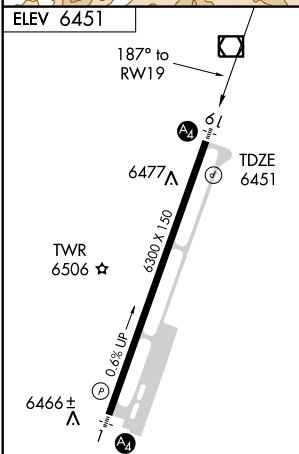
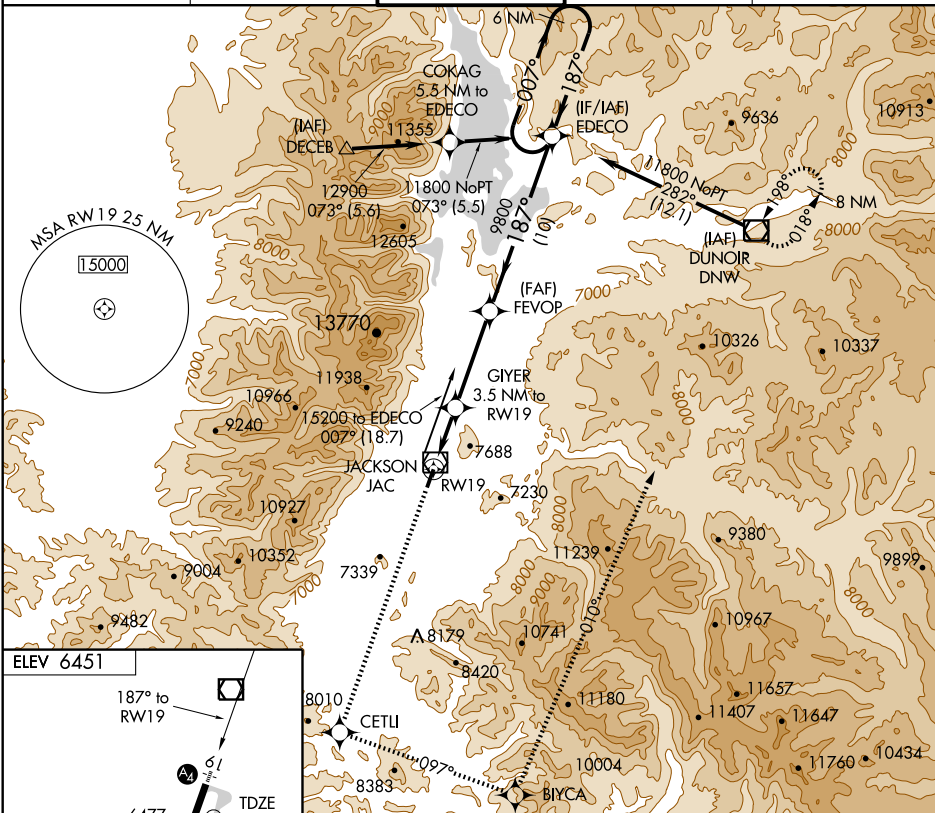
APP CRS	Rwy Idg	6300
187°	TDZE	6451
	Apt Elev	6451

RNAV (GPS) Y RWY 19

JACKSON HOLE (JAC)

<p>V Circling NA east of Rwy 1-19. DME/DME RNP: 0.3 NA.</p> <p>A Inoperative table does not apply.</p> <p>If local altimeter setting not received, procedure NA.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 14000 direct CETLI and left turn via 097° track to BIYCA and left turn via 010° track to DNW VOR/DME and hold.</p>
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ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF) 	GND CON 124.55	UNICOM 122.95
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14000	CETLI	BIYCA	DNW	EDECO	6 NM Holding Pattern
187° tr	097° tr	010° tr			
GIYER 3.5 NM to RWY 19	FEVOP	187°	187°	11800	
≤ 3.45° TCH 55	7780	9800			VGSI and descent angles not coincident.
3.5 NM	5.5 NM	10 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3	1189 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3	1189 (1200-3)	

JACKSON, WYOMING

Orig-A 10154

43° 36'N - 110° 44'W

JACKSON HOLE (JAC)

RNAV (GPS) Y RWY 19

APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Y RWY 1

JACKSON HOLE (JAC)

GPS required.

For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F).

Inoperative table does not apply. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

MALS



MISSED APPROACH: Climb to 14000 via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

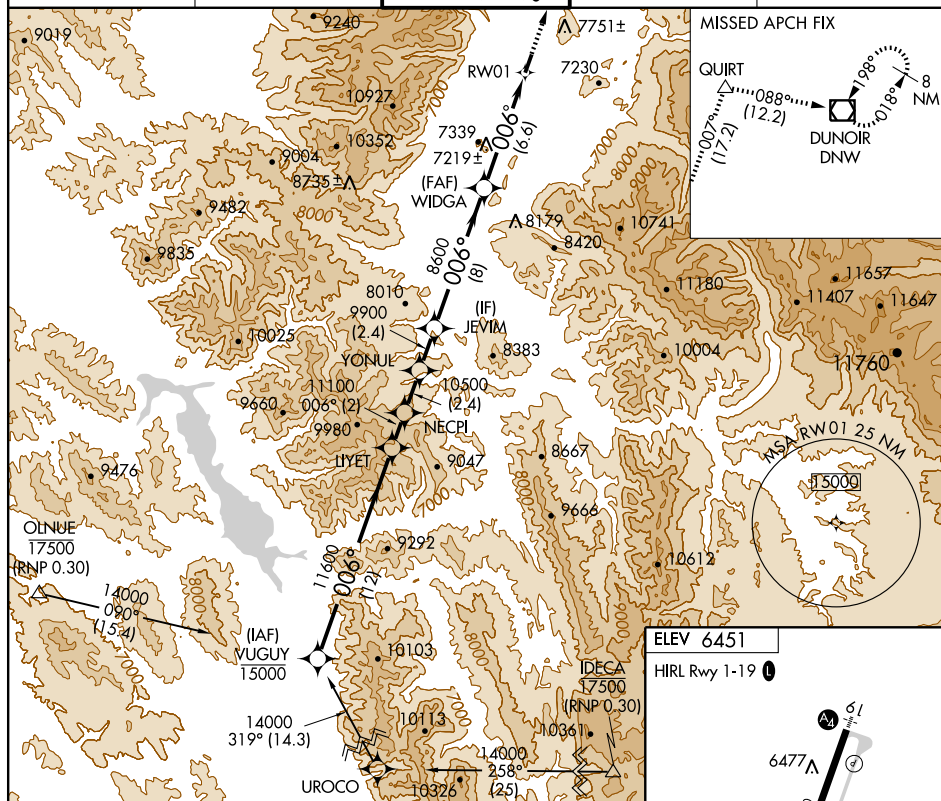
ATIS
120.625

SALT LAKE CENTER
133.25 285.6

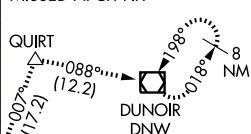
JACKSON TOWER★
118.075 (CTAF)

GND CON
124.55

UNICOM
122.95

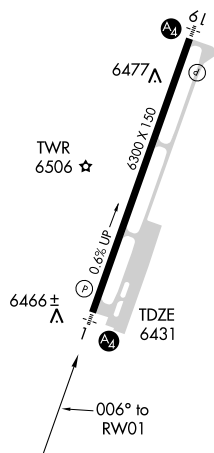


MISSED APCH FIX



ELEV 6451

HIRL Rwy 1-19



VUGUY	LIYET	NECPI	YONUL	JEVIM	WIDGA	RW01
14000	11600	11100	10500	9900	8600	
GP 3.00°	Procedure	Turn	NA			
TCH 50						
	12 NM	2 NM	2.4	2.4	8 NM	6.6 NM
CATEGORY	A	B	C	D		
RNP 0.30	DA	7364-4	933 (1000-4)	NA		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Z RWY 1

JACKSON HOLE (JAC)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F). For inoperative MALS, increase RNP 0.30 visibility all cats to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. Missed approach requires RNP less than 1.0 and minimum climb of 280 feet per NM to 8100; if unable, see RNAV (RNP) Y RWY 1.

MALS



MISSED APPROACH: Climb to 14000 via track 007° to UBEVE and via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

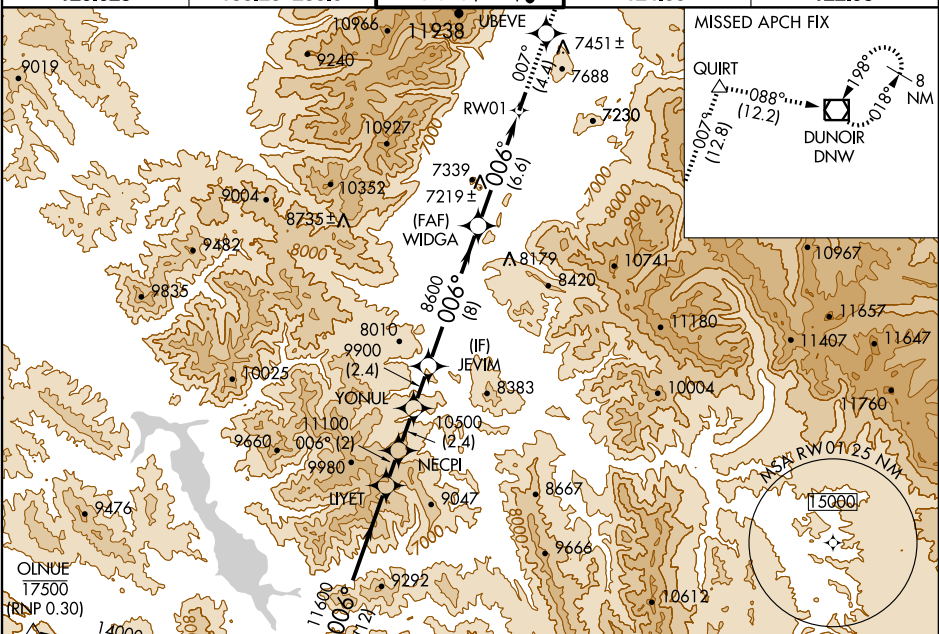
ATIS
120.625

SALT LAKE CENTER
133.25 285.6

JACKSON TOWER*
118.075 (CTAF)

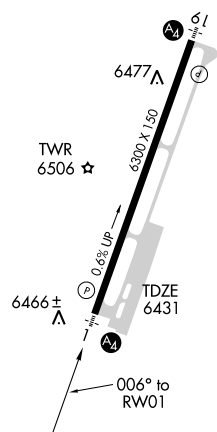
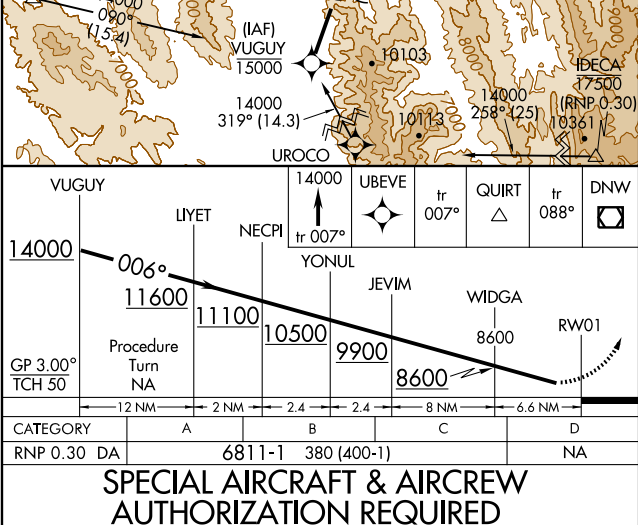
GND CON
124.55

UNICOM
122.95



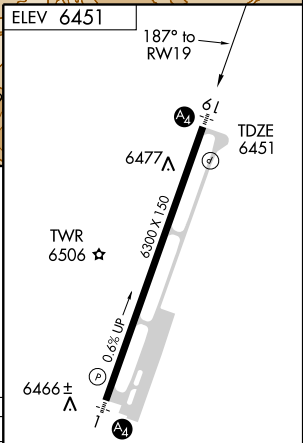
ELEV 6451

HIRL Rwy 1-19



JACKSON HOLE (JAC)

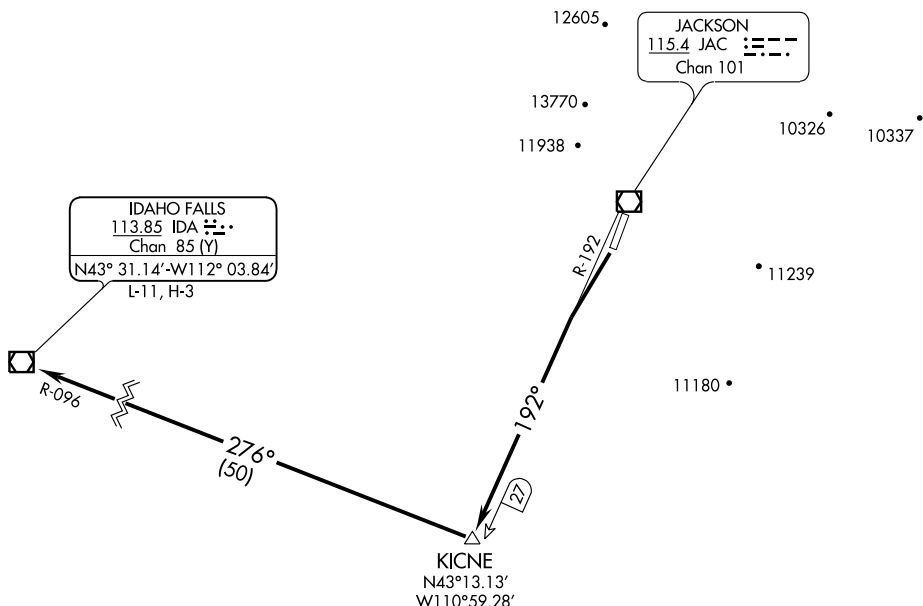
MISSED APPROACH: Climb to 14000 via track 187° to NECPI and via track 096° to VECUR and via left turn on track 348° to DNW VOR/DME and hold.

UNICOM
122.95HIRL Rwy 1-19 **L**

RNAV (RNP) Z RWY 19

NW-1. 26 AUG 2010 to 23 SEP 2010

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625



TAKE-OFF MINIMUMS:

Rwy 19: Standard with a minimum climb of 335' per NM to 14000 or 4400-3 for climb in visual conditions.

Rwy 1: Not authorized - ATC.

NOTE: Rwy 19, Bush 485 feet from DER, 513 feet right of centerline, 6428' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

VOR/DME JAC
115.4
Chan **101**

APP CRS
008°

Rwy Idg
TDZE **6431**
Apt Elev **6451**

VOR/DME RWY 1

JACKSON HOLE (JAC)

V Circling NA east of Rwy 1-19.
A Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MAIS



MISSED APPROACH: Climb to 14000 direct JAC VOR/DME, and via JAC R-017 to NALSI Int/JAC 16.5 DME, and right turn via DNW R-267 to DNW VOR/DME and hold.

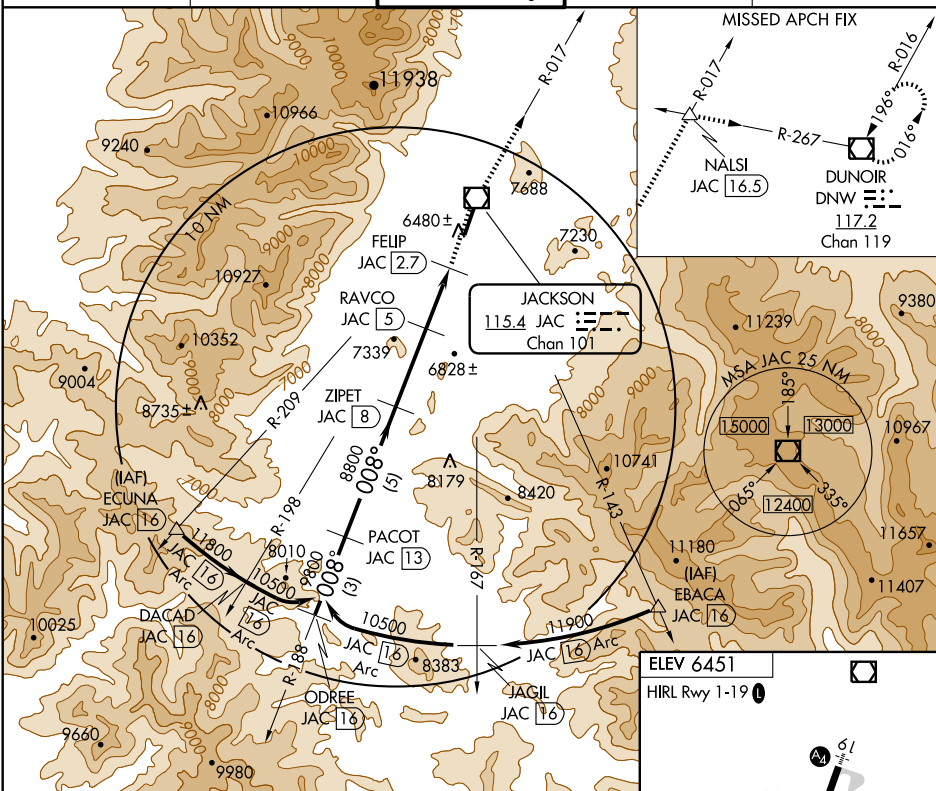
ATIS
120.625

SALT LAKE CENTER
133.25 285.6

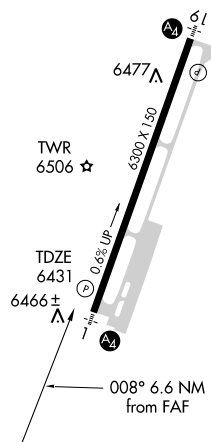
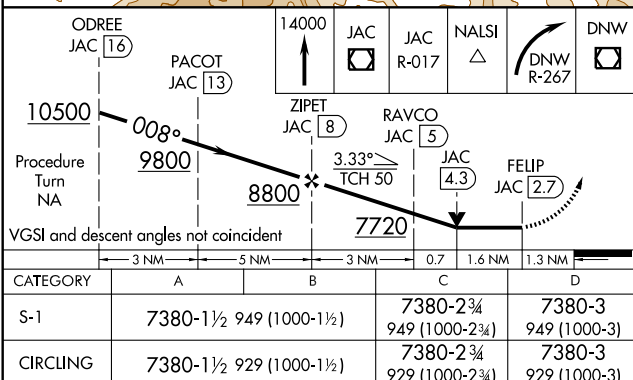
JACKSON TOWER★
118.075 (CTAF) **1**

GND CON
124.55

UNICOM
122.95



ELEV 6451

HIRL Rwy 1-19 **1**

VOR/DME JAC 115.4 Chan 101	APP CRS 193°	Rwy Idg 6300 TDZE 6451 Apt Elev 6451
--	------------------------	---

VOR/DME RWY 19
JACKSON HOLE (JAC)

- | | |
|----------|---|
| T | Circling NA east of Rwy 1-19. |
| A | Inoperative table does not apply.
If local altimeter setting not received, procedure NA. |

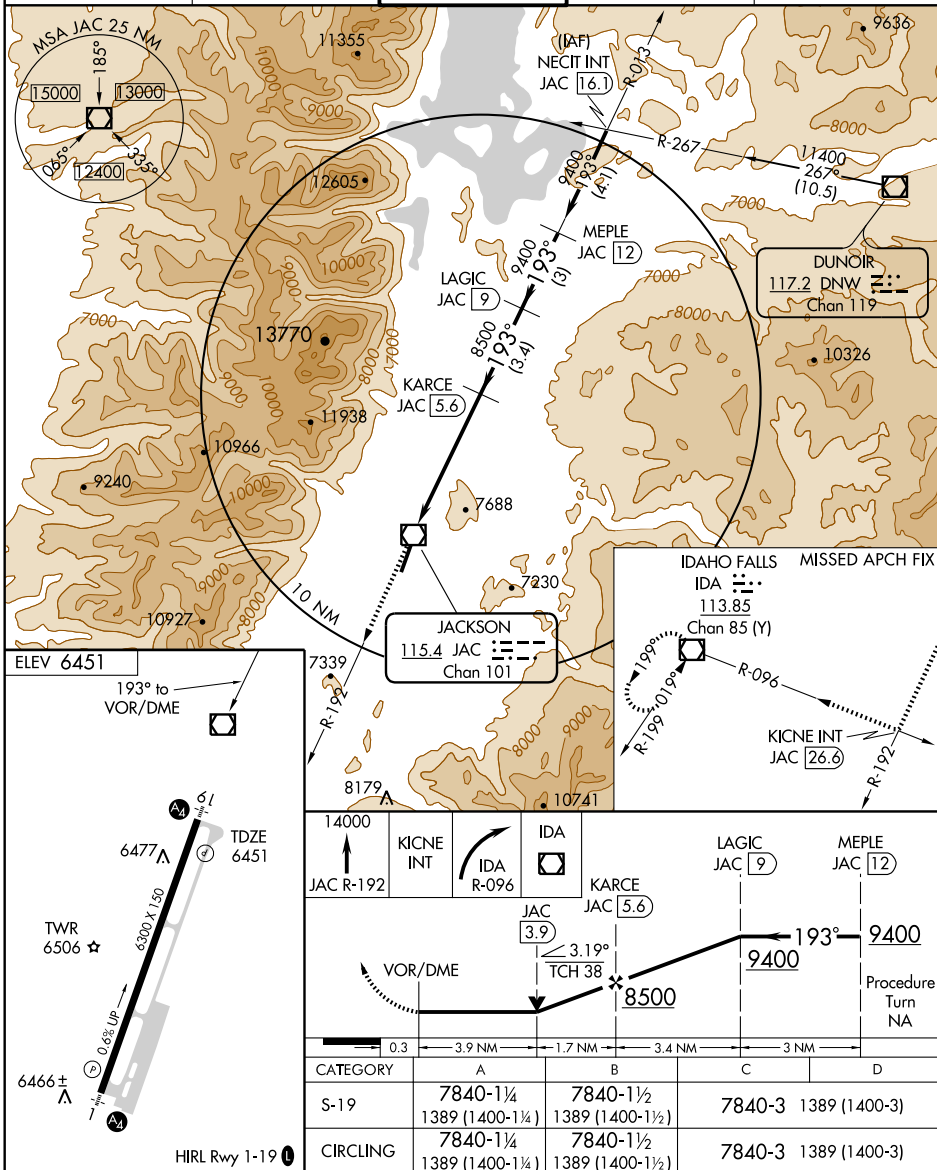
MALS

— — — — —

A4

MISSED APPROACH: Climb to 14000 via JAC R-192 to KICNE INT/JAC 26.6 DME, and right turn via IDA R-096 to IDA VOR/DME and hold.

ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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JACKSON, WYOMING
Orig 10154

43° 36'N - 110° 44'W

JACKSON HOLE (JAC)
VOR/DME RWY 19

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

KEMMERER MUNI (EMM) 2 NW UTC-7(-6DT) N41°49.44' W110°33.42'

7285 B FUEL 100LL, JET A NOTAM FILE CPR

RWY 16-34: H8208X75 (ASPH-PFC) S-18 MIRL

RWY 16: REIL. PAPI(P2L). Fence.

RWY 34: REIL. PAPI(P2L). Fence.

RWY 10-28: 3250X60 (TURF-DIRT)

RWY 10: Fence.

RWY 28: Road.

RWY 04-22: H2668X60 (CONC) S-9 MIRL

RWY 22: VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. Fuel avbl 24 hrs via self-serve credit card pump. CAUTION: Wildlife on and in vicinity of arpt. Rwy 10-28 CLOSED winter months. Acft over 33,000 pounds prohibited. Terrain drops off steeply 81' prior to apch end Rwy 04. Terrain drops off steeply 55' prior to apch end Rwy 10. Rwy 10-28 large rocks, depressions and mounds on rwy sfc. ACTIVATE MIRL Rwy 04-22 and Rwy 16-34, VASI Rwy 22, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34—CTAF.

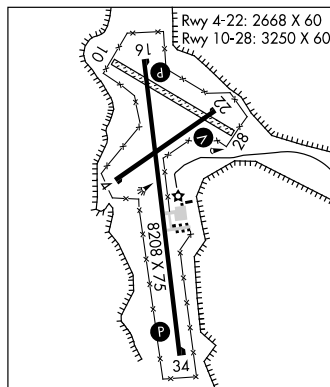
WEATHER DATA SOURCES: AWOS-3 119.675 (307) 877-9838.

COMMUNICATIONS: CTAF/UNICOM 122.8

® SALT LAKE CENTER APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71' W110°25.45' 333° 27.4 NM to fld. 7060/14E.



KLINT N43°00.85' W108°18.31'. NOTAM FILE RIW.

NDB (LOM) 217 RI 280° 7.4 NM to Riverton Rgnl. Unmonitored.

CHEYENNE

LANDER

HUNT FLD (LND) 1 S UTC-7(-6DT) N42°48.91' W108°43.79'

5586 B S4 FUEL 100LL, JET A NOTAM FILE LND

RWY 03-21: H5000X100 (ASPH-PFC) S-30 MIRL (NSTD)

RWY 03: PAPI(P2L)—GA 3.0°. Tree.

RWY 21: PAPI(P2L)—GA 3.0°.

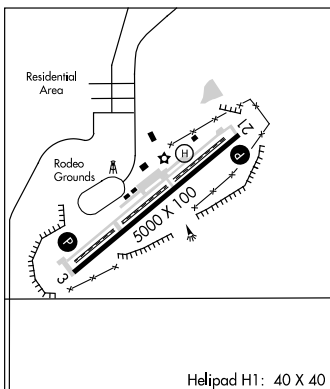
AIRPORT REMARKS: Attended daylight hrs. For svcs after hrs call 307-332-3134/5291 or 301-330-8668. Bird activity invof of arpt. For MIRL Rwy 03-21 key 122.8 3 times. Right traffic permissible on Rwy 21 departure during heavy winds to avoid the mountains due to severe downdrafts. Rwy 03-21 NSTD MIRL thld lghts Rwy 03 irregular spacing with 3 lghts on right and four lghts on left. ACTIVATE NSTD MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 118.15 (307) 332-7707.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79' W108°17.98' 190° 43.2 NM to fld. 7550/16E.



CHEYENNE

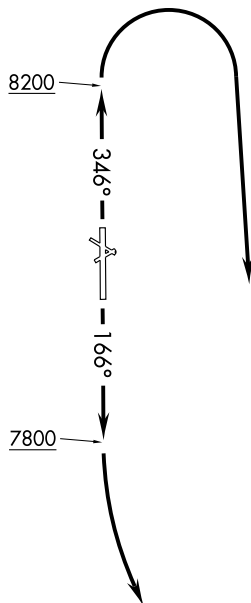
H-3E, L-11E

HELIPAD H1: H40X40 (ASPH-PFC)

Helipad H1: 40 X 40

KEMRR TWO DEPARTURE (RNAV)

SALT LAKE CITY CENTER
124.35 353.5
SALT LAKE CITY DEP CON
124.3 322.3

TAKE-OFF MINIMUMS

Rwy 4, 10, 22, 28: NA - Rwy Surfaces.

Rwy 16, 34: Standard.

NOTE: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

FORT BRIDGER
FBR



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 7800 via heading 166° then climbing left turn to 12000 (or assigned altitude) . . .

TAKE-OFF RUNWAY 34: Climb to 8200 via heading 346° then climbing right turn to 12000 (or assigned altitude) . . .

. . . direct FBR VOR/DME then via assigned route/fix.

KEMRR TWO DEPARTURE (RNAV)

(KEMRR2.FBR) 09239

KEMMERER, WYOMING
KEMMERER MUNI (EMM)

APP CRS **166°**
 Rwy ldg **8208**
 TDZE **7285**
 Apt Elev **7285**

RNAV (GPS) RWY 16

KEMMERER MUNI (EMM)

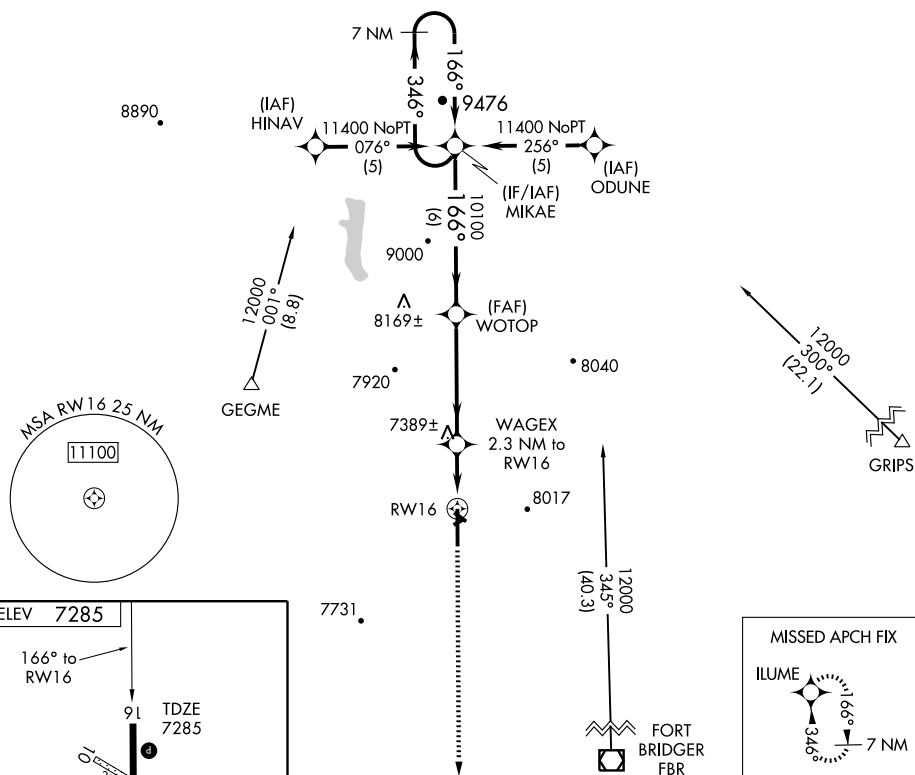
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 9900 direct ILUME and hold.

AWOS-3
119.675

SALT LAKE CITY CENTER
124.35 353.5

UNICOM
122.8 (CTAF) 0



REIL Rwy 16 and 34 **0**
 MRL Rwy 16-34 and 4-22 **0**

KEMMERER, WYOMING

Amdt 1 09239

41°49'N - 110°33'W

KEMMERER MUNI (EMM)

RNAV (GPS) RWY 16

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8208
346°	TDZE	7276
	Apt Elev	7285

RNAV (GPS) RWY 34

KEMMERER MUNI (EMM)

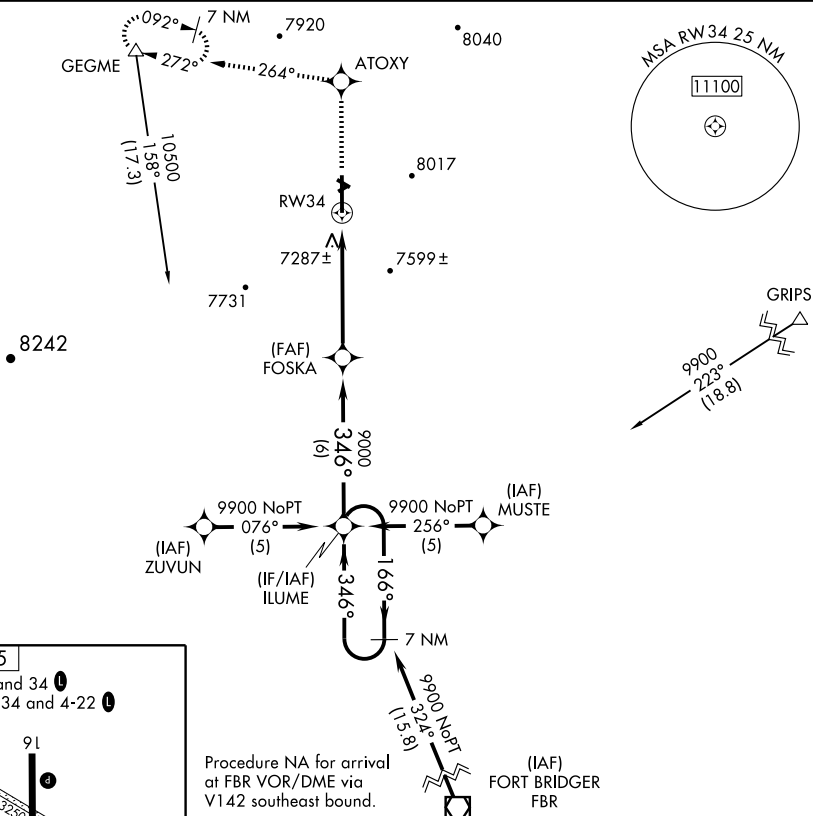


DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 12000 direct ATOXY and via track 264° to GEGME and hold, continue climb-in-hold to 12000. When authorized by ATC, climb-in-hold to 14000.

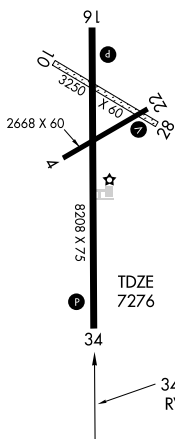
AWOS-3
119.675

SALT LAKE CITY CENTER
124.35 353.5

UNICOM
122.8 (CTAF) **L**

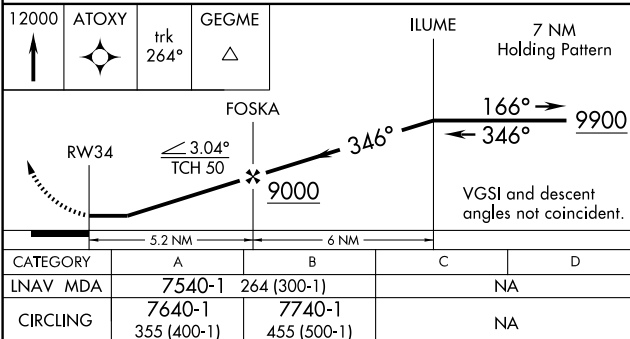
ELEV 7285

REIL Rlys 16 and 34 **L**
MIRL Rlys 16-34 and 4-22 **L**



Procedure NA for arrival
at FBR VOR/DME via
V142 southeast bound.

(IAF)
FORT BRIDGER
FBR



KEMMERER, WYOMING
Amdt 1 09239

KEMMERER MUNI (EMM)

41°49'N - 110°33'W

RNAV (GPS) RWY 34

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR.)

LARAMIE, WYOMING

ASOS 135.475

UNICOM 123.05 (CTAF)

D

41°19.5'N

41°19.0'N

41°18.5'N

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

RWY 03-21
S-86, D-105, 2S-133, 2D-160
RWY 12-30
S-86, D-105, 2S-133, 2D-160

TERMINAL

7323

FIRE STATION

ELEV
7273ELEV
7272ELEV
7275ELEV
7283FIELD
ELEV
7284

105°41.0'W

105°40.5'W

105°40.0'W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

VAR 9.8° E

AIRPORT DIAGRAM

LARAMIE, WYOMING

LARAMIE RGNL (LAR.)

LARAMIE RGNL (LAR) 3 W UTC-7(-6DT) N41°18.72' W105°40.50'

7284 B S1 FUEL 100LL, JET A OX 2 TPA-8084(800) Class II, ARFF Index A

NOTAM FILE LAR

RWY 03-21: H8500X150 (ASPH-PFC) S-86, D-105, 2S-133, 2D-160 MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 53'.

RWY 12-30: H6300X100 (ASPH-PFC) S-86, D-105, 2S-133, 2D-160 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 30: ODALS. VASI(V4L)—GA 3.0° TCH 41'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 12: TORA-6300 TODA-6300 ASDA-6300 LDA-6300

RWY 21: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 30: TORA-6300 TODA-6300 ASDA-6300 LDA-6300

AIRPORT REMARKS: Attended Sat 1300-0100Z†, Sun-Fri

1300-0400Z†. Afd sfc condition not monitored 0400-1300Z†.

PPR for unscheduled air carrier ops with more than 30 passenger

seats, call arpt manager 307-742-4164. ACTIVATE MIRL Rwy

03-21 and 12-30, PAPI Rwy 03 and 12, VASI Rwy 21 and 30,

REIL Rwy 03, 12 and 21 and ODALS Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 135.475 (307) 742-6398.**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.6 (CASPER RADIO)

DENVER CENTER APP/DEP CON 125.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAR.

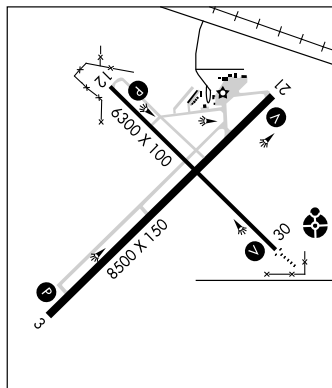
(L) VORTACW 117.6 LAR Chan 123 N41°20.27' W105°43.26' 113° 2.6 NM to fld. 7284/14E.

VORTAC unusable:

160°-240° byd 27 NM blo 11,000'

015°-140° byd 15 NM blo 9,000'

240°-285° byd 27 NM blo 12,500'

**LUSK MUNI** (LSK) 3 E UTC-7(-6DT) N42°45.23' W104°24.27'

4964 B FUEL 100LL NOTAM FILE CPR

RWY 10-28: H5058X75 (ASPH) S-12.5 MIRL

RWY 10: P-line.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Unattended. For fuel call arpt manager

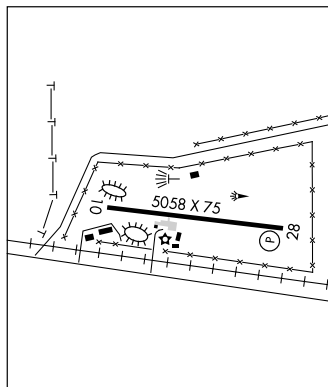
307-334-3622 or 307-340-0548. Unlimited vehicle access to

rwy. ACTIVATE MIRL Rwy 10-28—CTAF. PAPI Rwy 28 on continuously.

WEATHER DATA SOURCES: AWOS-3 118.35 (307) 334-4028.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE DGW.

HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57'

W105°13.57' 070° 36.6 NM to fld. 4906/12E.

**MEDICINE BOW** (80V) 2 SE UTC-7(-6DT) N41°53.00' W106°10.85'

6646 NOTAM FILE CPR

RWY 10-28: 3170X80 (TURF-DIRT)

RWY 10: Fence.

RWY 28: Fence.

RWY 06-24: 2680X50 (TURF-DIRT)

RWY 06: Fence.

RWY 24: Fence.

AIRPORT REMARKS: Unattended. CAUTION: Wildlife and livestock invof all rwy. Rwy 06-24 is no longer maintained.

Rwy 06-24, -9 to 12 inch berms both sides of rwy. Rwy 10-28 graded. Gopher holes on rwy surfaces, rwy's very

soft when wet. Rwy 10-28 rough and uneven. Rwy 10-28 has some gopher holes. Rwy 10-28 1' ditch south of

rwy. Rwy 06-24 rough and uneven full length, numerous gopher and badger holes. Rwy 10-28 marked with

orange 3' x 2' cones. Thld markings skewed at angle to rwy. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

CHEYENNE

H-3E, 5A, L-12F

IAP, AD

CHEYENNE

H-5A, L-12F

CHEYENNE

WAAS CH 70600 W12A	APP CRS 122°	Rwy Idg 6300 TDZE 7275 Apt Elev 7284
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RNAV (GPS) RWY 12
LARAMIE RGNL (LAR)

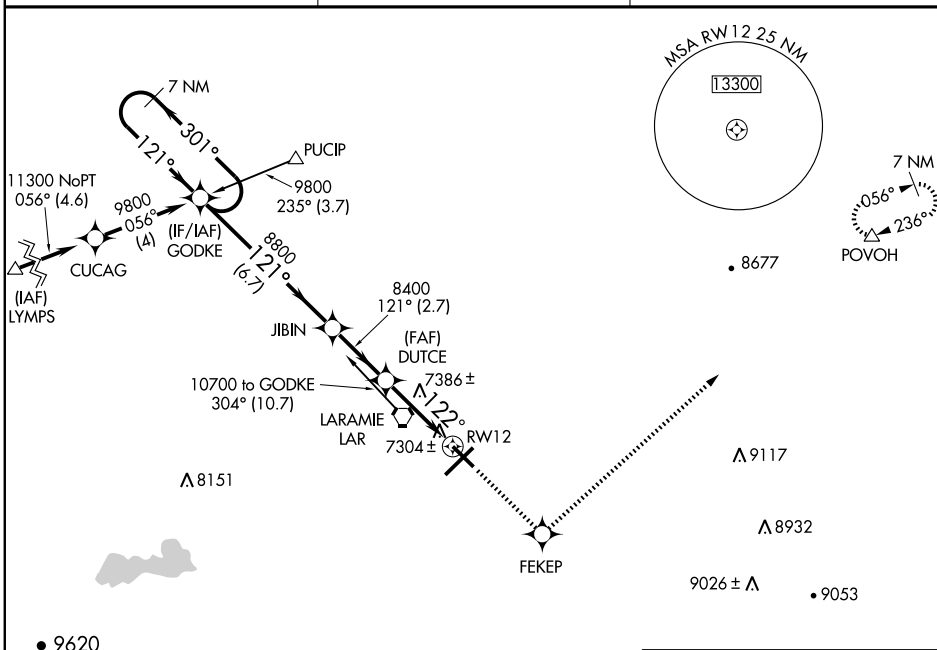
DME/DME RNP -0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F).

MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

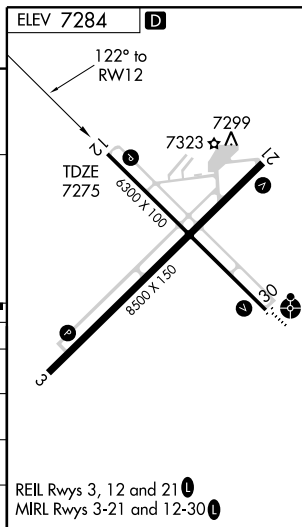
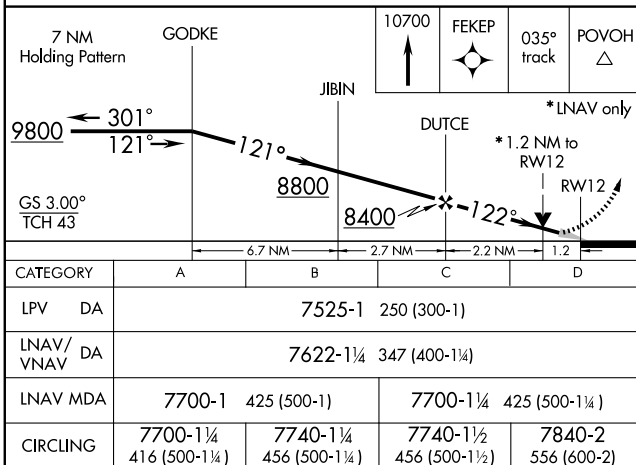
ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF) **L**

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010



LARAMIE, WYOMING
Orig 10042

41°19'N- 105°40'W

LARAMIE RGNL (LAR)
RNAV (GPS) RWY 12

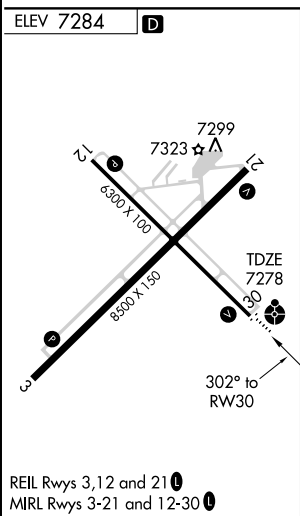
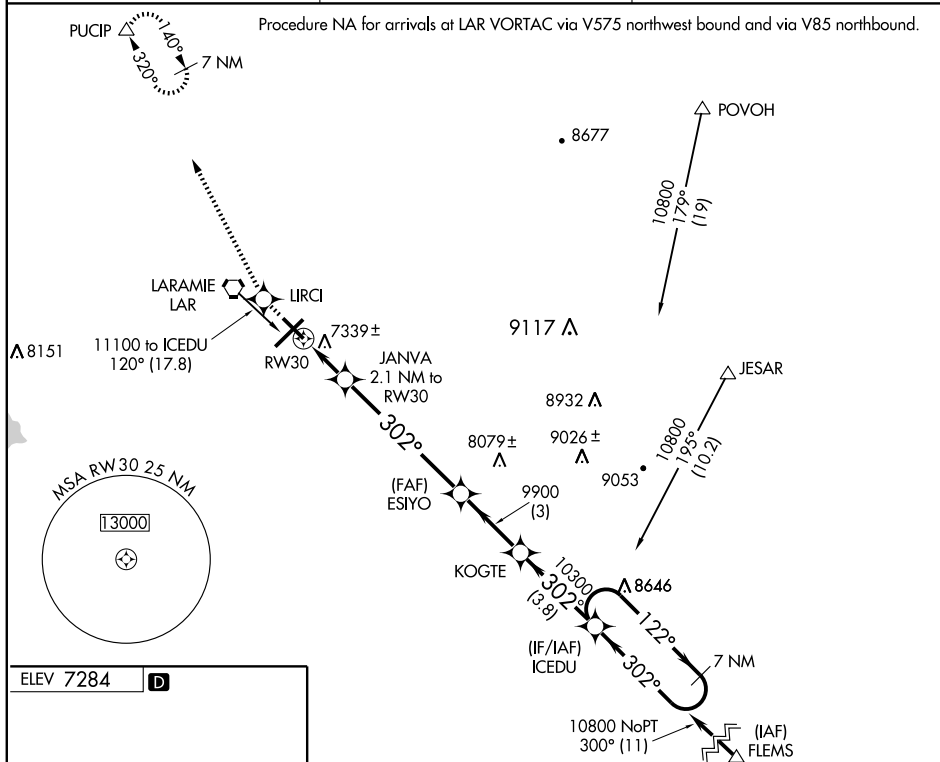
WAAS CH 53600 W30A	APP CRS 302°	Rwy Idg TDZE Apt Elev	6300 7278 7284
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RNAV (GPS) RWY 30

LARAMIE RGNL (LAR)

<p>▼ Inoperative table does not apply. DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.</p>
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ASOS 135.475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
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9400	LIRCI	320° track	PUCIP	ICEDU	7 NM Holding Pattern
*LNAV only	JANVA 2.1 NM to RW30	ESIYO	KOGTE	ICEDU	7 NM Holding Pattern
*0.9 NM to RW30	RW30	ESIYO	KOGTE	ICEDU	7 NM Holding Pattern
0.9	1.2 NM	5.8 NM	3 NM	3.8 NM	
CATEGORY	A	B	C	D	
LPV DA	7528-1	250 (300-1)			
LNAV/VNAV DA	7629-1½	351 (400-1½)			
LNAV MDA	7600-1	322 (400-1)			
CIRCLING	7660-1½ 376 (400-1½)	7740-1½ 456 (500-1½)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)	

VORTAC LAR 117.6 Chan 123	APP CRS 107°	Rwy Idg TDZE Apt Elev 6300 7275 7284
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VOR/DME or TACAN RWY 12

LARAMIE RGNL (LAR)

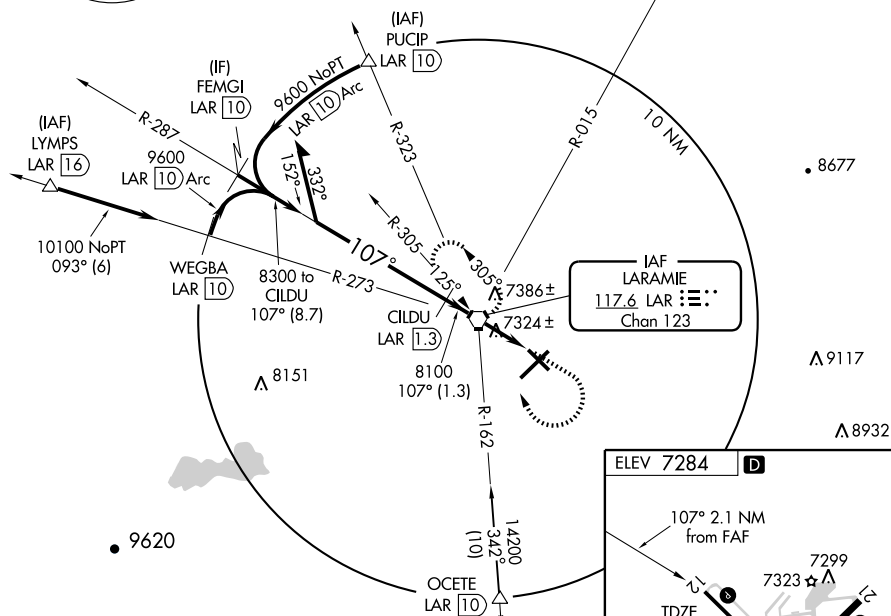
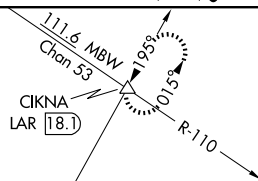
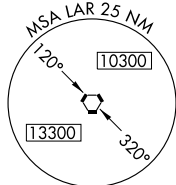


MISSED APPROACH: Climb to 7700 then climbing right turn to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA/18.1 DME and hold north, left turn, 195° inbound).

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF) ①



ELEV 7284 D

Remain
within 10 NM

VORTAC

9600
287°
107°
8300
8100

VGSI and descent angles not coincident.

3.53°
TCH 43

7700
9500
LAR
117.6

LAR 1.3
LAR 2.1

CATEGORY	A	B	C	D
S-12		7580-1	305 (300-1)	
CIRCLING	7660-1 376 (400-1)	7740-1 456 (500-1)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

REIL Rwy 3, 12 and 21 ①
MIRL Rwy 3-21 and 12-30 ①

VOR/DME or TACAN RWY 30

LARAMIE RGNL (LAR)

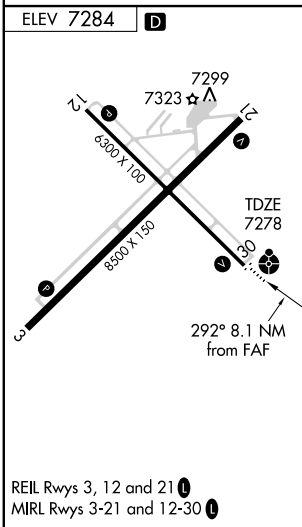
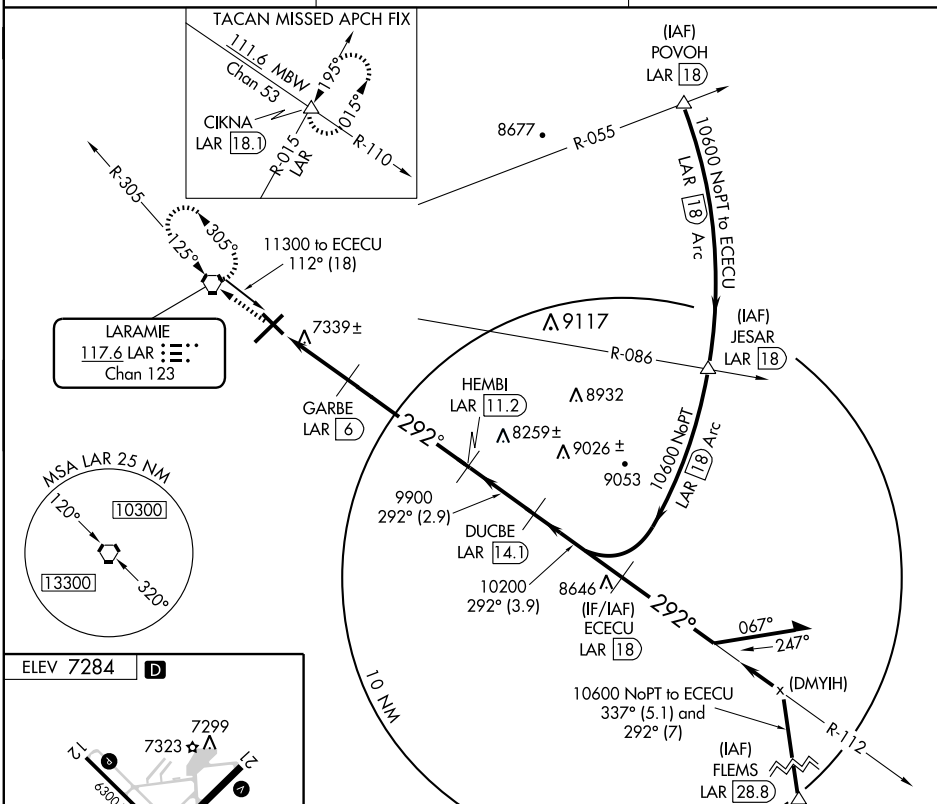
VORTAC LAR 117.6 Chan 123	APP CRS 292°	Rwy Idg TDZE Apt Elev	6300 7278 7284
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ODALS MISSED APPROACH: Climb to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA INT/18.1 DME and hold north, left turns, 195° inbound.

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF)



9500	LAR	HEMBI	DUCBE	ECECU	Remain within 10 NM
↑	LAR 117.6	LAR 11.2	LAR 14.1	LAR 18	
	LAR 4	LAR 6	LAR 14.1	LAR 18	
	LAR 3.1	LAR 4	LAR 6	LAR 14.1	LAR 18
	0.9	2 NM	5.2 NM	2.9 NM	3.9 NM
CATEGORY	A	B	C	D	
S-30	7600-1	322 (400-1)	7600-1	322 (400-1)	
CIRCLING	7660-1	7740-1	7740-1½	7840-2	556 (600-2)
	376 (400-1)	456 (500-1)	456 (500-1½)	556 (600-2)	

VOR/DME or TACAN RWY 30

MEDICINE BOW N41°50.73' W106°00.26' NOTAM FILE CPR.
(L) **VORW/DME** 111.6 MBW Chan 53 272° 8.2 NM to Medicine Bow. 7000/14E.
RCO 122.5 (CASPER RADIO)

CHEYENNE
H-3E, 5A, L-12F

MILEY MEM FLD (See BIG PINEY)

MONDELL FLD (See NEWCASTLE)

MUDDY MOUNTAIN N43°05.45' W106°16.62' NOTAM FILE CPR.
(H) **VORTACW** 116.2 DDY Chan 109 205° 13.7 NM to
Casper/Natrona Co Intl. 5863/12E.

CHEYENNE
H-2F, 3E, 5A, L-11E, 12F

NEWCASTLE N43°52.87' W104°18.47' NOTAM FILE CPR.
(L) **VORW** 108.2 ECS at Mondell Fld. 4210/11E
VOR unusable
003°-023° beyond 25 NM below 10,500'
023°-043° beyond 25 NM
043°-063° beyond 25 NM below 12,000'
RCO 122.5 (CASPER RADIO)

CHEYENNE
L-12F

063°-093° beyond 30 NM below 11,000'
093°-113° beyond 30 NM below 10,500'
328°-003° beyond 25 NM below 9,000'

NEWCASTLE

MONDELL FLD (ECS) 5 NW UTC-7(-6DT) N43°53.13' W104°19.08'

CHEYENNE
H-2G, L-12F
IAP

4174 B **FUEL** 100LL, JET A NOTAM FILE CPR

RWY 13-31: H5300X75 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Thld dsplcd 500'.

Railroad. Rgt tfc.

RWY 31: ODALS. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 17-35: 2666X40 (TURF-DIRT) 0.8% up NW

RWY 35: Fence.

RWY 05-23: 2220X50 (TURF-DIRT) 0.7% up NE

RWY 05: Fence. **RWY 23:** P-line.

AIRPORT REMARKS: Attended 1500-0000Z±. For attendant after hours call 307-746-9732. For fuel after hrs phone 307-746-9732. Wildlife on or near the rwy. Snow removal Rwy 13-31 only. Rwy 17-35 not mowed/maintained. Radio controlled airplane activity in/ov airport, within 675' of Rwy 05. Rwy 17-35 N 600' closed indef. Rwy 05-23 and Rwy 17-35 edges are unmarked and width is approximate, due to graded shoulders rwy appear wider than they actually are. Soft shoulders near edges of rwy, twys, and ramps. NSTD markings Rwy 31 aiming points wrong dimensions. No twy lead-in or centerline. PAEW mowing field SR-SS during spring and summer. Rwy 13 PAPI realigned with dsplcd thld. **ACTIVATE MIRL** Rwy 13-31, REIL Rwy 13, PAPI Rwy 13 and Rwy 31, and ODALS Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.0 (307) 746-4896.

COMMUNICATIONS: CTAF/UNICOM 122.8

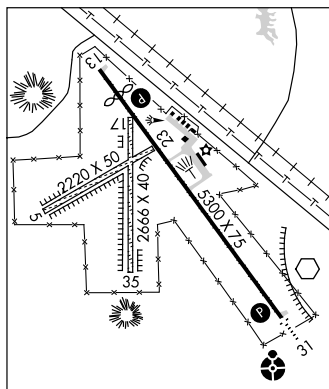
NEWCASTLE RCO 122.5 (CASPER RADIO)

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.

RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56' W103°00.74' 252° 56.9 NM to fld. 3160/13E.

NEWCASTLE (L) VORW 108.2 ECS N43°52.87' W104°18.47' at fld. 4210/11E. NOTAM FILE CPR.



NORTH BIG HORN CO (See COWLEY-LOVELL-BYRON)

PHIFER AIRFIELD (See WHEATLAND)

VOR ECS 108.2	APP CRS 323°	Rwy Idg TDZE Apt Elev	5300 4174 4174
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VOR or GPS RWY 31

NEWCASTLE/MONDELL FIELD (ECS)

⚠ Circling east of Rwy 13-31 not authorized. Obtain local altimeter setting on CTAF when not received procedure not authorized.

ODALS

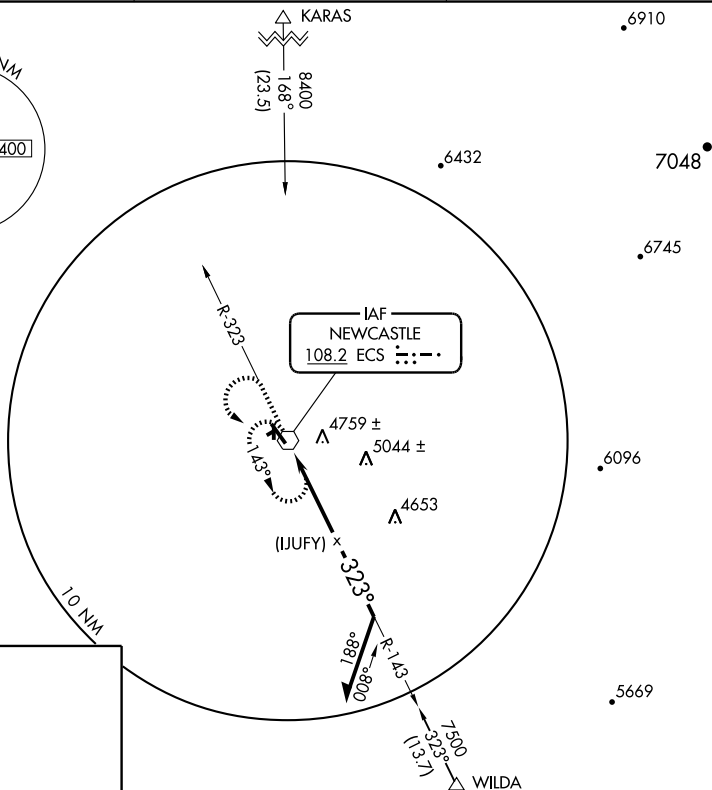
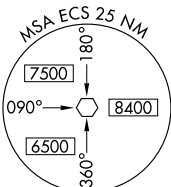


MISSED APPROACH: Climb to 5500 via ECS VOR R-323, then climbing left turn to 7500 direct ECS VOR and hold.

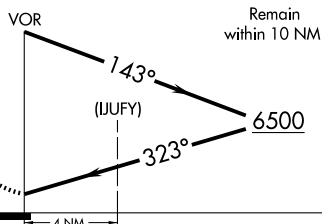
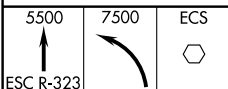
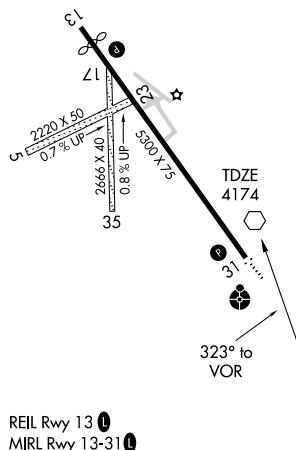
AWOS-3
118.0

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)



ELEV 4174



CATEGORY	A	B	C	D
S-31	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)
CIRCLING	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)

PINE BLUFFS MUNI (82V) 3 SW UTC-7(-6DT) N41°09.20' W104°07.81'

5152 B NOTAM FILE CPR

RWY 08-26: H5336X75 (ASPH) S-12.5 MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

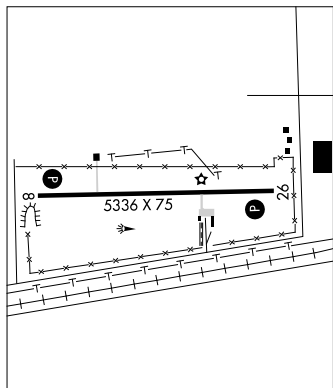
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 08-26, PAPI Rwy 08 and 26 REIL Rwy 08 and 26 and wind tee—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.425 (307) 245-3613.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

CHEYENNE (H) VORTACW 113.1 CYS Chan 78 N41°12.66'
W104°46.37' 084° 29.3 NM to fld. 6211/13E.



CHEYENNE
H-5A, L-12F

PINEDALE

RALPH WENZ FLD (PNA) 5 SE UTC-7(-6DT) N42°47.84' W109°48.66'

7102 B S4 FUEL 100LL, JET A NOTAM FILE CPR

RWY 11-29: H8900X100 (ASPH) S-45 MIRL 0.3% up W

RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 42'.

AIRPORT REMARKS: Attended Jun-Oct 1600-0100Z†, Nov-May Mon-Fri 1600-0100Z†. No call out fee normal business hours Sat-Sun. For fuel after hrs call 307-413-7888. For svc after hours call 307-413-7888 or 307-367-2290. All helicopter tfc to come and go via the taxiway. Flying over buildings adjacent to ramp is prohibited. ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29, and REIL Rwy 11 and Rwy 29—CTAF. Landing fee.

WEATHER DATA SOURCES: AWOS-3 118.325 (307) 367-6425.

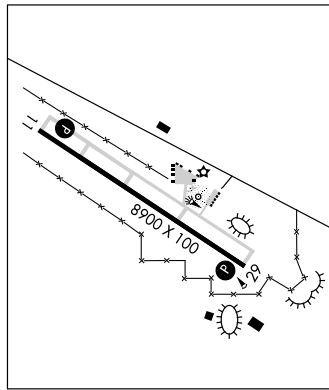
COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PNA.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77'
W110°06.55' 029° 18.6 NM to fld. 6960/16E.

WENZ NDB (MHW) 392 PNA N42°47.83' W109°48.21' at fld.
NOTAM FILE CPR.



SALT LAKE CITY
H-3D, L-11D
IAP

NDB PNA 392	APP CRS 309°	Rwy Idg TDZE Apt Elev N/A N/A 7102
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NDB-A

PINEDALE/ RALPH WENZ FIELD (PNA)

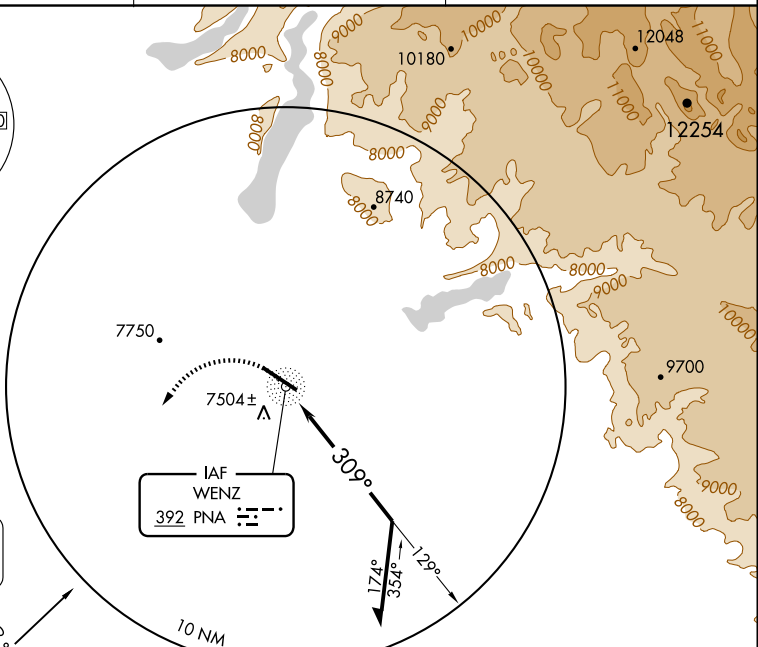
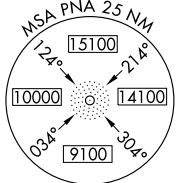
▼ Procedure NA at night. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and visibility Cat C/D ¼ mile.

MISSED APPROACH: Climbing left turn to 10000 direct BPI VOR/DME and hold.

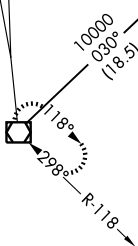
AWOS-3
118.325

SALT LAKE CENTER
128.35 239.25

UNICOM
122.8 (CTAF) 0

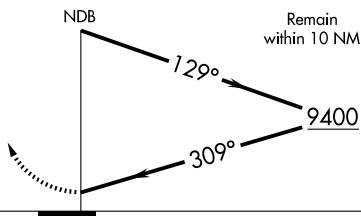
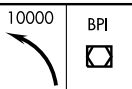
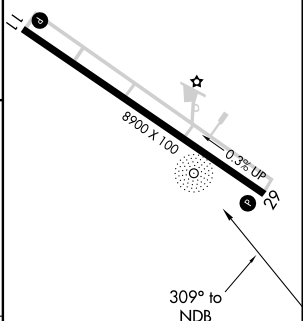


BIG PINEY
116.5 BPI
Chan 112



IAF
WENZ
392 PNA

ELEV 7102



CATEGORY	A	B	C	D
CIRCLING	7900-1 798 (800-1)	7900-1¼ 798 (800-1¼)	7900-2¼ 798 (800-2¼)	7900-2½ 798 (800-2½)

REIL Rwy 11 and 29
MIRL Rwy 11-29

APP CRS 119°	Rwy Idg 2900
TDZE 7102	Apt Elev 7102

RNAV (GPS) RWY 11

PINEDALE/ RALPH WENZ FIELD (PNA)

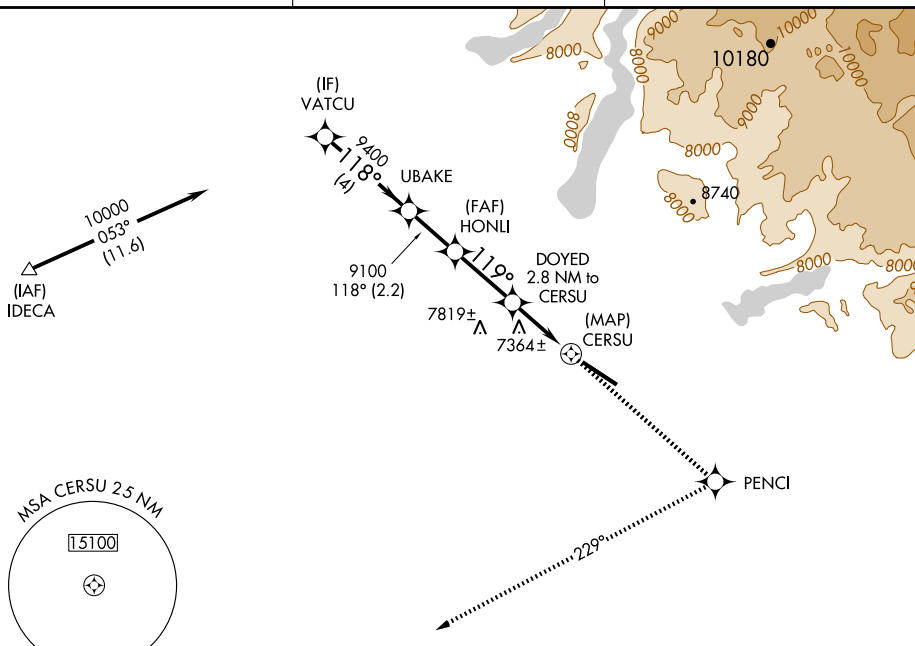
Circling NA at night. DME/DME RNP-0.3 NA. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 10000
 direct PENCIL and right turn via track
 229° to BPI VOR/DME and hold.

AWOS-3
118.325

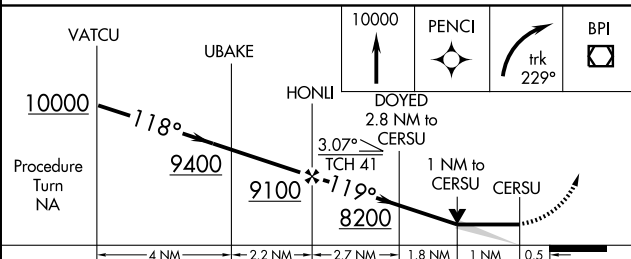
SALT LAKE CENTER
128.35 239.25

UNICOM
122.8 (CTAF) 0



BIG PINEY
 BPI

ELEV 7102



TDZE
7102

CATEGORY	A	B	C	D
LNAV MDA	7620-1	518 (600-1)	7620-1½ 518 (600-1½)	7620-1¾ 518 (600-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)

REIL Rwy 11 and 29
 MIRL Rwy 11-29

APP CRS 291°	Rwy Idg TDZE 7081 Apt Elev 7102
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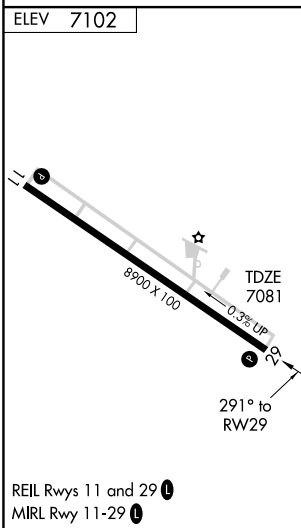
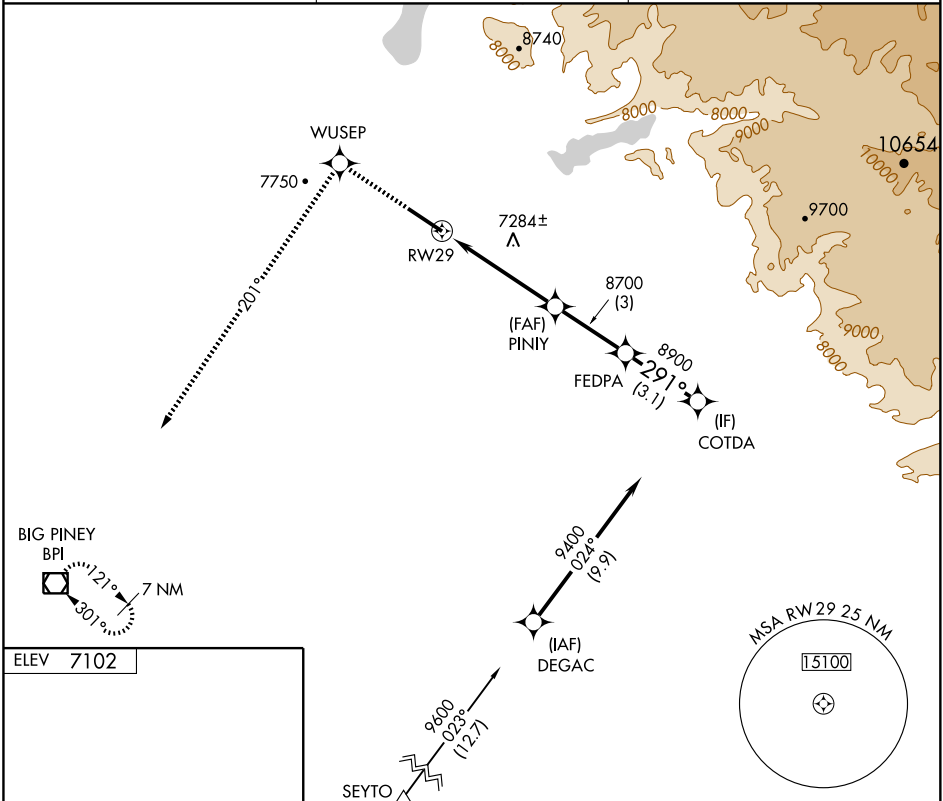
RNAV (GPS) RWY 29

PINEDALE/ RALPH WENZ FIELD (PNA)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 10000 direct WUSEP and via track 201° to BPI VOR/DME and hold.

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
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10000	WUSEP	trk 201°	BPI	VGSIs and descent angles not coincident.			
				FEDPA	COTDA		
				8700	9400		
				291°			
				Procedure Turn NA			
				1.6 NM	3.3 NM	3 NM	3.1 NM
CATEGORY	A	B	C	D			
LNAV MDA	7600-1	519 (500-1)	7600-1½	7600-1¾			
			519 (500-1½)	519 (500-1¾)			
CIRCLING	7760-1	7820-1	7840-2	7860-2½			
	658 (700-1)	718 (800-1)	738 (800-2)	758 (800-2½)			

PINEDALE, WYOMING

Amdt 1 17DEC09

PINEDALE/ RALPH WENZ FIELD (PNA)

RNAV (GPS) RWY 29

42°48'N-109°49'W

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

POWELL MUNI (POY) 7 N UTC-7(-6DT) N44°52.03' W108°47.61'

BILLINGS

H-1E, L-13D

IAP

5092 B S4 FUEL 100LL, JET A NOTAM FILE CPR

RWY 13-31: H6205X100 (ASPH) S-15 MIRL 1.6% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 38'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Fence.

RWY 16-34: 2400X100 (TURF-DIRT) 1.9% up SE

RWY 34: Fence.

RWY 03-21: 2176X100 (TURF-DIRT) 1.4% up SW

RWY 03: Fence.

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z†. For svc after hrs phone 307-254-0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307-754-2212. ACTIVATE MIRL Rwy 13-31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (307) 754-7093.

COMMUNICATIONS: CTAF/UNICOM 122.7

CODY RCO 122.3 (CASPER RADIO)

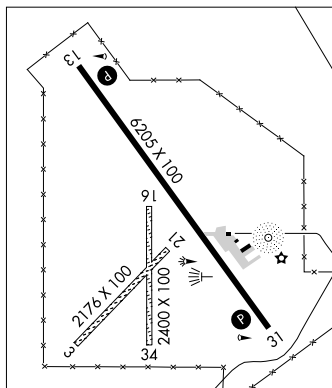
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.

CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23'

W108°57.90' 012° 16.5 NM to fld. 4794/14E.

NDB (MHW) 344 POY N44°52.01' W108°47.18' at fld.

NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC-7(-6DT) N41°48.34' W107°12.00'

CHEYENNE

H-3E, L-11E

IAP

6813 B S2 FUEL 100LL, JET A OX 1 NOTAM FILE RWL

RWY 04-22: H7008X100 (ASPH-PFC) S-30, D-60 MIRL 1.0% up NE

RWY 04: VASI(V2L)—GA 3.0° TCH 44'. Tank. Rgt tfc.

RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44'. Ground.

RWY 10-28: H4118X60 (ASPH) S-12 MIRL

RWY 28: REIL. Rgt tfc.

AIRPORT REMARKS: Attended Nov-Feb Mon-Sat 1430-0000Z†, Mar-Dec 1430-0130Z†. Nov-Feb Mon-Sat on call Sun number posted at FBO. Nov-Feb Mon-Sat for svc other times call 307-324-2361 or number posted on door of FBO. Mar-Oct for svc other times call 307-324-2361/5264 or 307-321-9929. For fuel after hours call 307-324-2361 or number posted on door of FBO. Rwy 10-28 large cracks with sluffing edges. Birds on and in vicinity of all rws. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after txf to avoid housing area and for noise abatement. Rwy 10-28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04-22, Rwy 10-28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: ASOS 118.525 (307) 328-0031.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCD 122.2 (CASPER RADIO)

DENVER CENTER APP/DEP CON 132.1

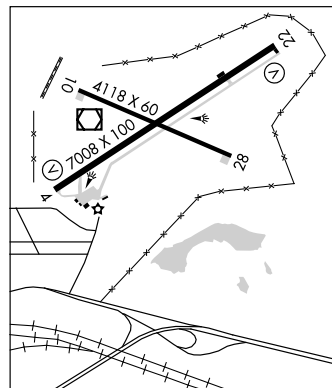
AIRSPACE: CLASS E svc 1300-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.

(T) VORW/DME 109.4 RWL Chan 31 N41°48.29' W107°12.26' at fld. 6750/13E.

VOR portion unmonitored 0500-1300Z†. DME portion unmonitored continuously.

Unusable 245°-275° beyond 15 NM below 12,500'.



NDB or GPS RWY 31

POWELL MUNI (POY)

NDB POY 344	APP CRS 320°	Rwy Idg TDZE Apt Elev	6205 5092 5092
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T Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

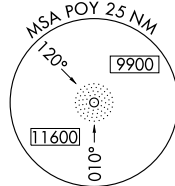
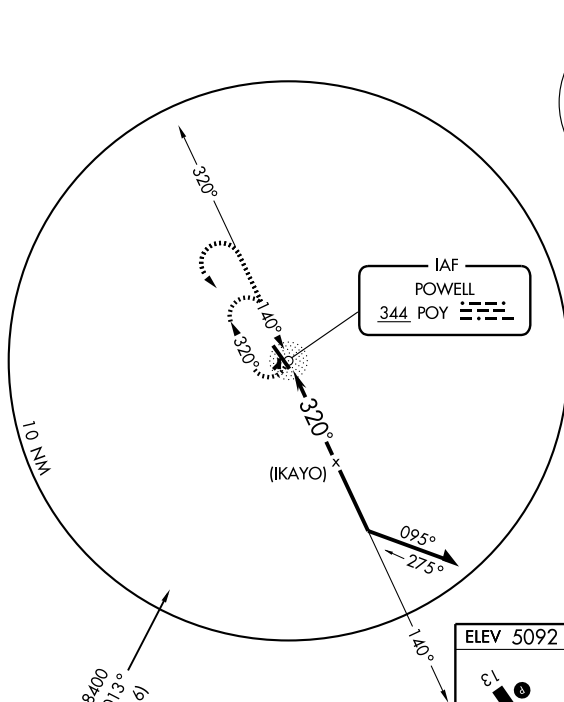
A NA

MISSED APPROACH: Climb to 6500 via 320° bearing from POY NDB then climbing left turn to 7400 direct POY NDB and hold.

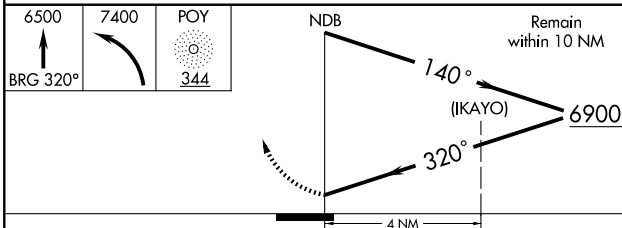
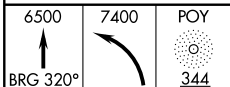
AWOS-3
119.275

CASPER RADIO
122.3

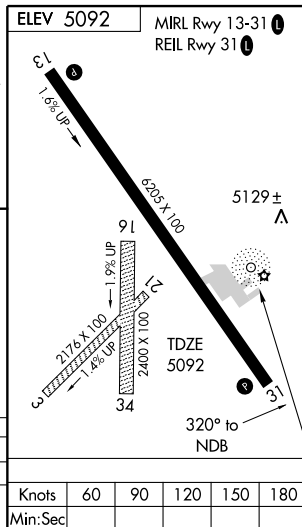
UNICOM
122.7 (CTAF)



8123
CODY
111.8 COD
Chan 55



CATEGORY	A	B	C	D
S-31	5500-1	408 (500-1)	5500-1 1/4	408 (500-1 1/4)
CIRCLING	5500-1 408 (500-1)	5560-1 468 (500-1)	5560-1 1/2 468 (500-1 1/2)	5660-2 568 (600-2)



POWELL, WYOMING

Amdt 1 08101

POWELL MUNI (POY)

44°52'N - 108°48'W

NDB or GPS RWY 31

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

POWELL MUNI (POY) 7 N UTC-7(-6DT) N44°52.03' W108°47.61'

BILLINGS

H-1E, L-13D

IAP

5092 B S4 FUEL 100LL, JET A NOTAM FILE CPR

RWY 13-31: H6205X100 (ASPH) S-15 MIRL 1.6% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 38'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Fence.

RWY 16-34: 2400X100 (TURF-DIRT) 1.9% up SE

RWY 34: Fence.

RWY 03-21: 2176X100 (TURF-DIRT) 1.4% up SW

RWY 03: Fence.

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z†. For svc after hrs phone 307-254-0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307-754-2212. ACTIVATE MIRL Rwy 13-31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (307) 754-7093.

COMMUNICATIONS: CTAF/UNICOM 122.7

CODY RCO 122.3 (CASPER RADIO)

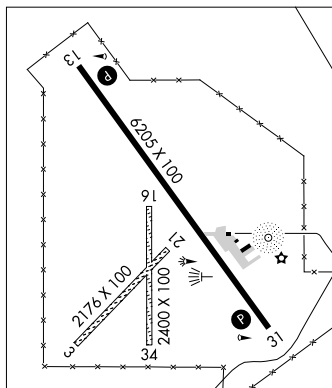
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.

CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23'

W108°57.90' 012° 16.5 NM to fld. 4794/14E.

NDB (MHW) 344 POY N44°52.01' W108°47.18' at fld.

NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC-7(-6DT) N41°48.34' W107°12.00'

CHEYENNE

H-3E, L-11E

IAP

6813 B S2 FUEL 100LL, JET A OX 1 NOTAM FILE RWL

RWY 04-22: H7008X100 (ASPH-PFC) S-30, D-60 MIRL 1.0% up NE

RWY 04: VASI(V2L)—GA 3.0° TCH 44'. Tank. Rgt tfc.

RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44'. Ground.

RWY 10-28: H4118X60 (ASPH) S-12 MIRL

RWY 28: REIL. Rgt tfc.

AIRPORT REMARKS: Attended Nov-Feb Mon-Sat 1430-0000Z†, Mar-Dec 1430-0130Z†. Nov-Feb Mon-Sat on call Sun number posted at FBO. Nov-Feb Mon-Sat for svc other times call 307-324-2361 or number posted on door of FBO. Mar-Oct for svc other times call 307-324-2361/5264 or 307-321-9929. For fuel after hours call 307-324-2361 or number posted on door of FBO. Rwy 10-28 large cracks with sluffing edges. Birds on and in vicinity of all rws. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after txf to avoid housing area and for noise abatement. Rwy 10-28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04-22, Rwy 10-28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: ASOS 118.525 (307) 328-0031.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCD 122.2 (CASPER RADIO)

DENVER CENTER APP/DEP CON 132.1

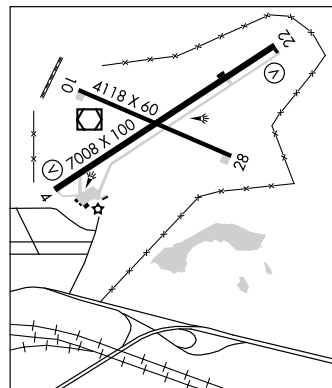
AIRSPACE: CLASS E svc 1300-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.

(T) VORW/DME 109.4 RWL Chan 31 N41°48.29' W107°12.26' at fld. 6750/13E.

VOR portion unmonitored 0500-1300Z†. DME portion unmonitored continuously.

Unusable 245°-275° beyond 15 NM below 12,500'.



WAAS CH 93716 W22A	APP CRS 221°	Rwy Idg TDZE Apt Elev	7008 6813 6813
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RNAV (GPS) RWY 22

RAWLINS MUNI/HARVEY FIELD (RWL)

⚠ Circling NA NW of Rwy 4-22.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35°C (95°F).
 DME/DME RNP-0.3 NA. Procedure NA at night.
 Visibility reduction by helicopters NA.
 When local altimeter setting not received, procedure NA.

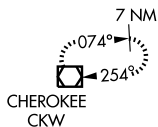
MISSED APPROACH: Climb to 11700 direct EFWOV and via track 254° to CKW VOR/DME and hold, continue climb-in-hold to 11700.

ASOS
118.525

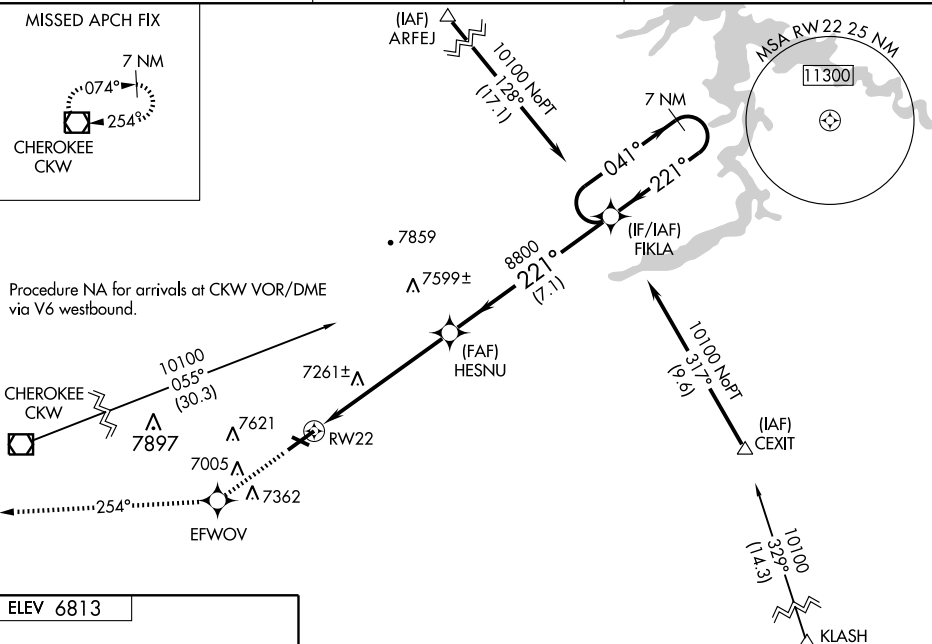
DENVER CENTER
132.1 254.35

UNICOM
123.0 (CTAF) 0

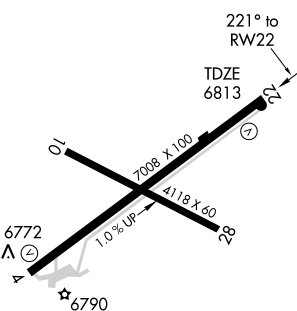
MISSED APCH FIX



Procedure NA for arrivals at CKW VOR/DME via V6 westbound.



ELEV 6813



11700	EFWOV	trk 254°	CKW	7 NM Holding Pattern
VGSI and RNAV glidepath not coincident				
HESNU 8800				
RWY 22				
6 NM 7.1 NM				
CATEGORY	A	B	C	D
LPV DA	7143-1¼ 330 (400-1¼)			
LNAV/VNAV DA	7711-4 898 (900-4)			
LNAV MDA	7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7660-2¾ 847 (900-2¾)
CIRCLING	7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7680-2¾ 867 (900-2¾)

REIL Rwy 22 and 28 **0**
 MRL Rwy 4-22 and 10-28 **0**

VOR/DME RWL
109.4
Chan **31**

APP CRS
221°

Rwy Idg
TDZE
Apt Elev
7008
6813
6813

VOR/DME RWY 22

RAWLINS MUNI/HARVEY FIELD (RWL)

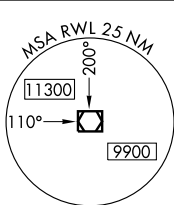
V Circling NA northwest of Rwy 4-22.
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11700 direct CKW VOR/DME and hold, continue climb-in-hold to 11700.

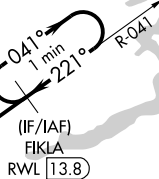
ASOS
118.525

DENVER CENTER
132.1 254.35

UNICOM
123.0 (CTAF) 0



TECHY



RAWLINS
109.4 RWL
Chan 31



CUSVU
RWL 6.8

7897

7621

7005

7362

8245

TRUMA

8800

12.2

065°

071°

251°

R-071

9800

17.2

CHEROKEE

115.0 CKW

Chan 97

ELEV 6813

221° 6 NM from FAF

TDZE 6813

6772

6790

1.0% UP

7008 X 100

4118 X 50

28

10

11700

CKW

115.0

FIKLA

RWL 13.8

One Minute Holding Pattern

041°

221°

9800

6 NM

7.1 NM

CATEGORY

A

B

C

D

S-22

7740-1¼

927 (1000-1¼)

7740-2¾

927 (1000-2¾)

7740-3

927 (1000-3)

CIRCLING

7740-1¼

927 (1000-1¼)

7740-2¾

927 (1000-2¾)

7740-3

927 (1000-3)

REIL Rwy 22 and 28

MIRL Rwy 4-22 and 10-28

RAWLINS, WYOMING

Amdt 2 08APR10

RAWLINS MUNI/HARVEY FIELD (RWL)

41°48'N - 107°12'W

VOR/DME RWY 22

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

RIVERTON RGNL (RIW) 3 NW UTC-7(-6DT) N43°03.85' W108°27.59'

CHEYENNE

5528 B S4 FUEL 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW

H-3E, L-11E

RWY 10-28: H8203X150 (ASPH-PFC) S-85, D-110, 2S-140, 2D-165 HIRL

IAP

RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45'. P-lines.

1.4% down.

RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50'. 0.7% up.

RWY 01-19: H4800X70 (ASPH-GRVD) S-30, D-50 MIRL
0.3% up NE

RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40'. P-line.

RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39'.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z. For svc after hrs call 307-856-3599. Multiple hot air balloons in vol arpt during July. Rwy 28 first 1000' ASPH-GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307-856-7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10-28; MIRL and REIL Rwy 01-19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 121.425 (307) 856-4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

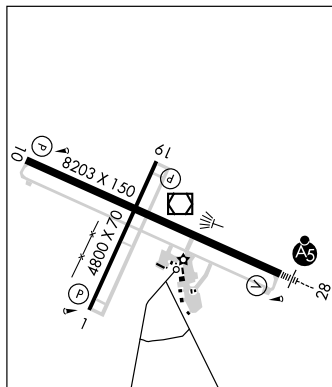
SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.

(L) VORW/DME 108.8 RIW Chan 25 N43°03.95' W108°27.33' at fld. 5450/16E.

KLINT NDB (LOM) 217 RI N43°00.85' W108°18.31' 280° 7.4 NM to fld. Unmonitored.

ILS 110.5 I-RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.



ROCK SPRINGS-SWEETWATER CO (RKS) 7 E UTC-7(-6DT) N41°35.65' W109°03.91'

SALT LAKE CITY

6764 B FUEL 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS

H-3D, L-11E

RWY 09-27: H10000X150 (ASPH-GRVD) S-55, D-110, 2S-140 HIRL

IAP

RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50'. 0.4% up.

RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50'. 0.3% down.

RWY 03-21: H5228X75 (ASPH-PFC) S-12, D-25 MIRL
0.3% up NE

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended 1200-0430Z. PPR for air carrier ops with more than 30 passenger seats 0400-1300Z, call arpt manager 307-352-6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03-21, HIRL Rwy 09-27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lgts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.

WEATHER DATA SOURCES: ASOS 118.375 (307) 362-2541. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (CASPER RADIO)

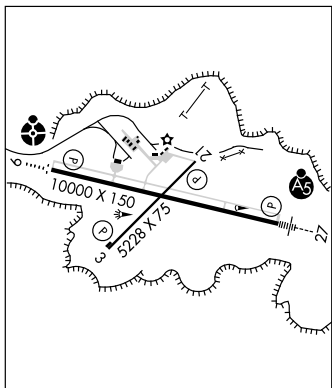
RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41'

W109°00.92' 263° 2.3 NM to fld. 6785/13E. Unusable

186°-195° byd 25 NM blo 14,000'.

ILS/DME 109.3 I-RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000' msl.



SARATOGA N41°26.70' W106°49.93'. NOTAM FILE CPR.

NDB (MHW) 266 SAA at Shively fld.

CHEYENNE

L-9E, 11E

LOC I-RW 110.5	APP CRS 283°	Rwy Idg TDZE Apt Elev	8203 5456 5528
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ILS or LOC RWY 28

RIVERTON RGNL (RIW)

▼ When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet, all MDA 60 feet, and S-LOC Cat D visibility $\frac{1}{4}$ mile.
▲ For inoperative MALSR when, using Lander altimeter setting, increase S-ILS all Cts visibility to 1 mile.

MALSR

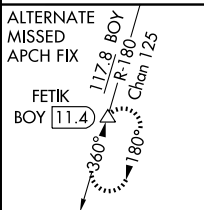


MISSED APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold.

ASOS
121.425

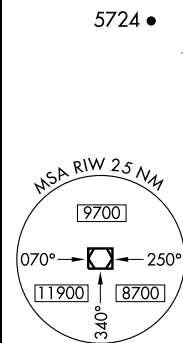
SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF)

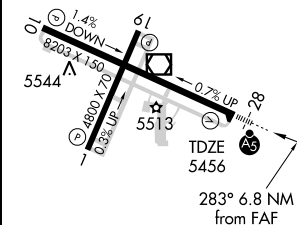


(IAF)
FETIK
RWY **13.4**

BOYSEN RESERVOIR
117.8 BOY **125**



ELEV 5528



REIL Rws 1, 10 and 19

MIRL Rwy 1-19

HIRL Rwy 10-28

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

RIVERTON, WYOMING

Amdt 2 11 FEB10

6800		7700	RIW	DONVY INT		One Minute Holding Pattern	
↑		↷	108.8	RWY 7.4		103° → 8600	
↷		↷	108.8	7700		← 283°	
↷		↷	108.8	7700		GS 3.00° TCH 50	
↷		↷	108.8	7700		6.8 NM	
↷		↷	108.8	7700		6 NM	
↷		↷	108.8	7700		B	
↷		↷	108.8	7700		C	
↷		↷	108.8	7700		D	
↷		↷	108.8	7700		S-ILS 28	
↷		↷	108.8	7700		5656- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)	
↷		↷	108.8	7700		S-LOC 28	
↷		↷	108.8	7700		5880- $\frac{1}{2}$ 424 (400- $\frac{1}{2}$)	
↷		↷	108.8	7700		5880- $\frac{3}{4}$ 424 (400- $\frac{3}{4}$)	
↷		↷	108.8	7700		CIRCLING	
↷		↷	108.8	7700		5980-1 452 (500-1)	
↷		↷	108.8	7700		5980-1 $\frac{1}{2}$ 452 (500-1 $\frac{1}{2}$)	
↷		↷	108.8	7700		6080-2 552 (600-2)	

RIVERTON RGNL (RIW)

ILS or LOC RWY 28

WAAS CH 42899 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev	8203 5528 5528
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RNAV (GPS) RWY 10

RIVERTON RGNL (RIW)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase LPV and LNAV-VNAV all Cats and LNAV Cat D visibility ¼ mile.
 Baro-VNAV and VDP NA when using Lander altimeter setting.

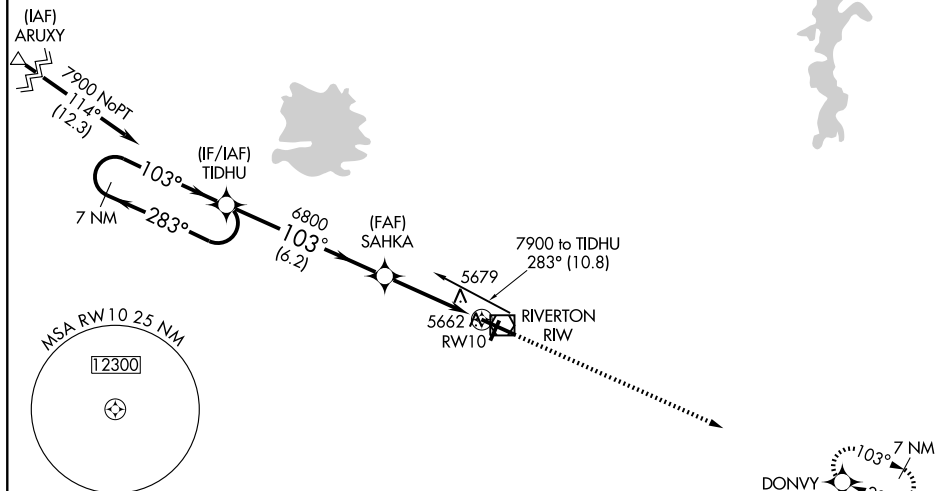
MISSED APPROACH: Climb to 8600 direct DONVY and hold.

ASOS
121.425

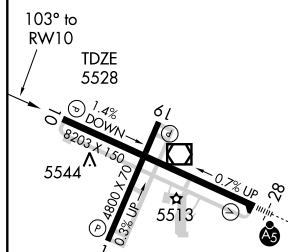
SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) 0

• 6043



ELEV 5528



7 NM Holding Pattern		TIDHU	VGSi and RNAV glidepath not coincident.		8600	DONVY
7900		283°	103°	103°	6800	
GS 3.00°						
TCH 50						
		6.2 NM	2.7 NM	1.1 NM		
CATEGORY	A	B	C	D		
LPV DA	5919-1¼		391 (400-1¼)			
LNAV/VNAV DA	5976-1½		448 (500-1½)			
LNAV MDA	5940-1	412 (500-1)	5940-1¼	412 (500-1¼)		
CIRCLING	5980-1	452 (500-1)	5980-1½	6080-2		
			452 (500-1½)	552 (600-2)		

REIL Rws 1, 10 and 19 0
 MRL Rwy 1-19 0
 HIRL Rwy 10-28 0

RIVERTON, WYOMING

Amdt 1 11FEB10

43°04'N - 108°28'W

RIVERTON RGNL (RIW)

RNAV (GPS) RWY 10

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 61115 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	8203 5456 5528
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RNAV (GPS) RWY 28

RIVERTON RGNL (RIW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
▲ Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lander altimeter setting. For inoperative MALSR, increase LNAV-VNAV Cat D visibility ¼ mile. When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet. For inoperative MALSR when using Lander altimeter setting, increase LPV all Cats ½ mile, and LNAV/VNAV and LNAV Cat D visibility ¼ mile.

MALSR

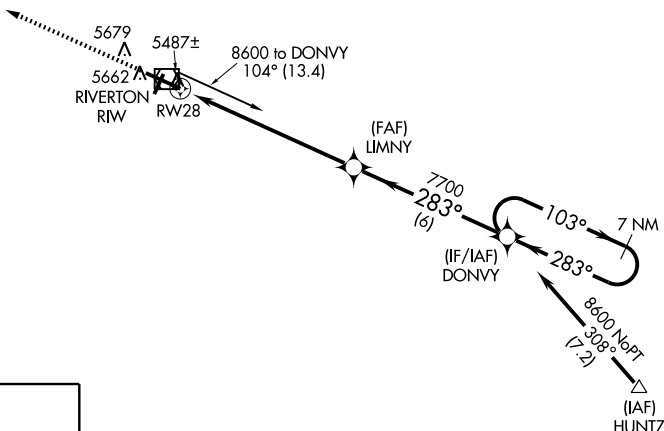
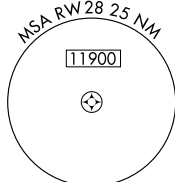


MISSED APPROACH: Climb to 7900
direct TIDHU and hold.

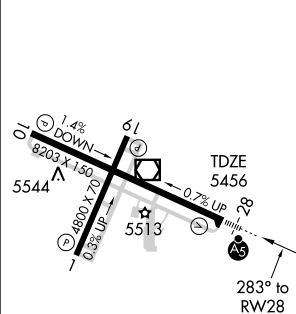
ASOS
121.425

SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) 0



ELEV 5528



7900		TIDHU					
*LNAV only		*0.9 NM to RWY 28					
RWY 28		LIMNY		DONVY 7 NM Holding Pattern			
0.9		5.9 NM		6 NM		8600	
CATEGORY		A		B		C	
LPV DA		5656-½		200 (200-½)			
LNAV/VNAV DA		5706-½		250 (200-½)		5706-¾ 250 (200-¾)	
LNAV MDA		5780-½		324 (300-½)		5780-1 324 (300-1)	
CIRCLING		5980-1		452 (500-1)		5980-1½ 452 (500-1½)	
						6080-2 552 (600-2)	

REIL Rwy 1, 10 and 19 **0**
 MRL Rwy 1-19 **0**
 HIRL Rwy 10-28 **0**

RIVERTON, WYOMING

Orig 11FEB10

43°04'N - 108°28'W

RIVERTON RGNL (RIW)

RNAV (GPS) RWY 28

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 108.8 Chan 25	APP CRS 095°	Rwy Idg TDZE Apt Elev	8203 5528 5528
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VOR RWY 10

RIVERTON RGNL (RIW)

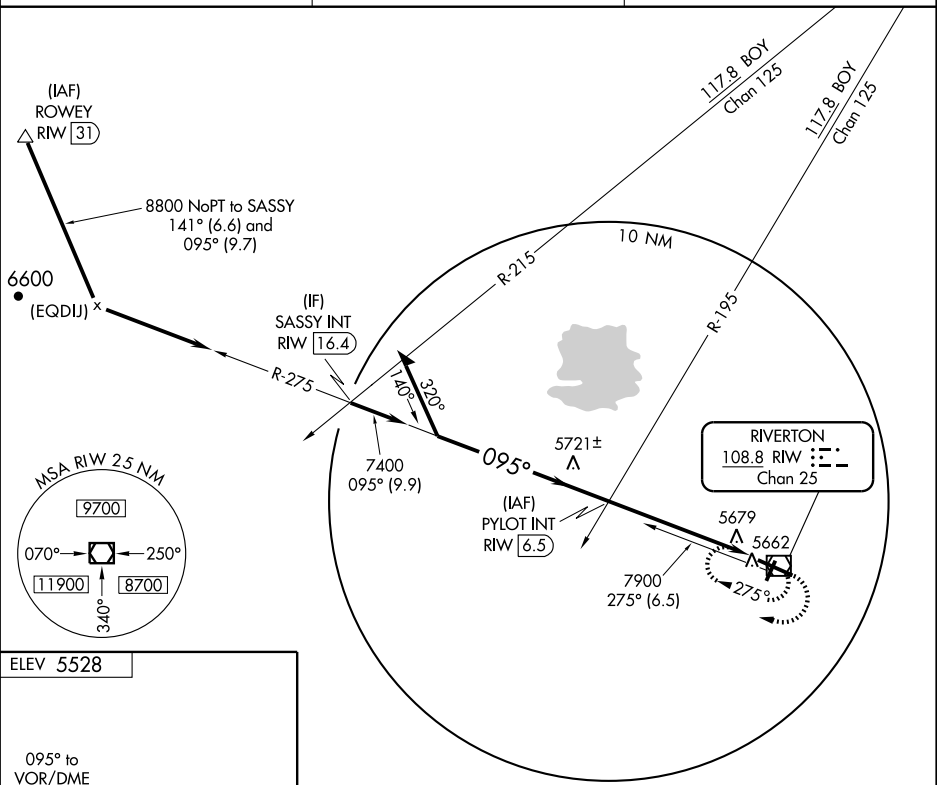
- Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and increase S-10 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

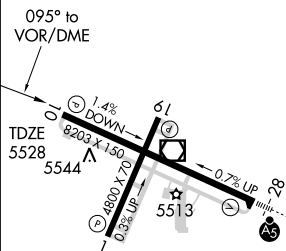
ASOS
121.425

SALT LAKE CENTER
133.25 285.6

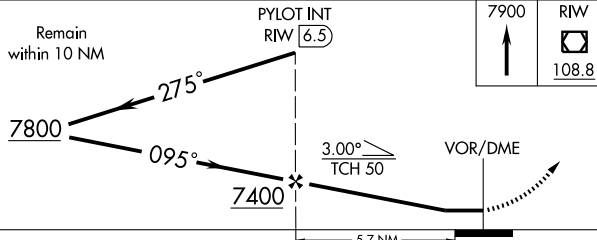
UNICOM
122.8 (CTAF) 0



ELEV 5528



REIL Rwy 1, 10 and 19
 MRL Rwy 1-19
 HRL Rwy 10-28



CATEGORY	A	B	C	D
S-10	5940-1 412 (500-1)		5940-1½ 412 (500-1½)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

RIVERTON, WYOMING
 Amdt 9 11FEB10

43°04'N - 108°28'W

RIVERTON RGNL (RIW)
VOR RWY 10

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 108.8 Chan 25	APP CRS 287°	Rwy Idg TDZE 5456 Apt Elev 5528	8203 5456 5528
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VOR RWY 28

RIVERTON RGNL (RIW)

⚠ When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and S-28 Cats C and D visibility $\frac{1}{4}$ mile. VDP NA when using Lander altimeter setting.

MALSR

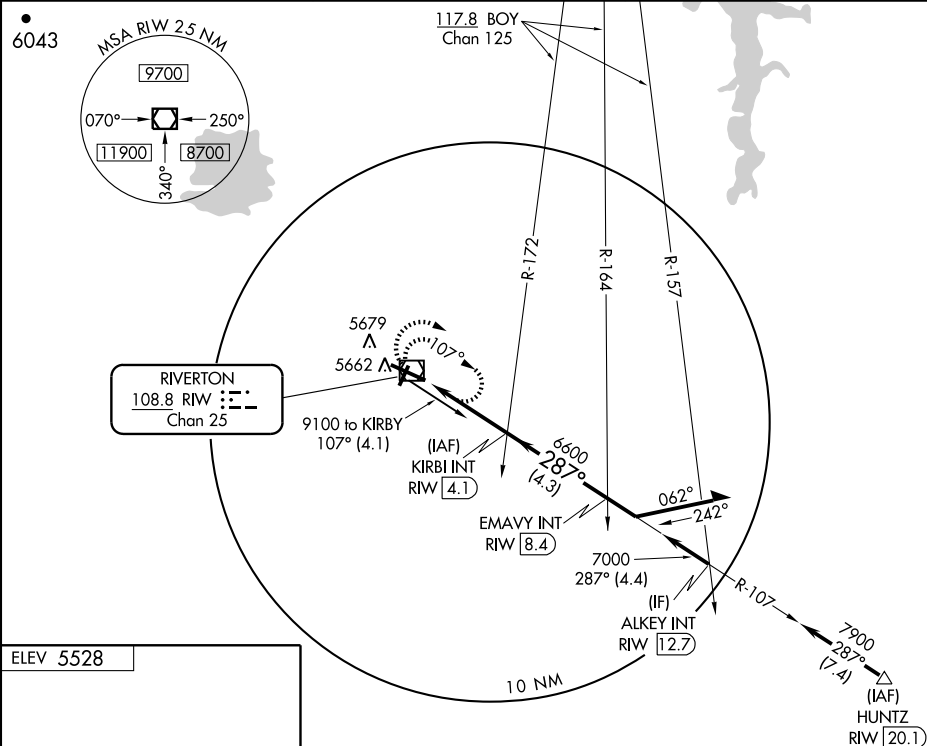


MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

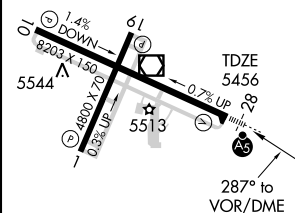
ASOS
121.425

SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) 0



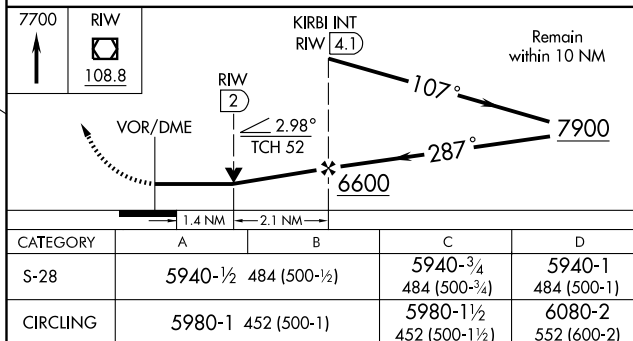
ELEV 5528



REIL Rwy 1, 10 and 19 **0**

MIRL Rwy 1-19 **0**

HIRL Rwy 10-28 **0**



RIVERTON RGNL (RIW) 3 NW UTC-7(-6DT) N43°03.85' W108°27.59'

CHEYENNE

5528 B S4 FUEL 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW

H-3E, L-11E

RWY 10-28: H8203X150 (ASPH-PFC) S-85, D-110, 2S-140, 2D-165 HIRL

IAP

RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45'. P-lines.

1.4% down.

RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50'. 0.7% up.

RWY 01-19: H4800X70 (ASPH-GRVD) S-30, D-50 MIRL
0.3% up NE

RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40'. P-line.

RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39'.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z. For svc after hrs call 307-856-3599. Multiple hot air balloons in vol arpt during July. Rwy 28 first 1000' ASPH-GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307-856-7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10-28; MIRL and REIL Rwy 01-19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 121.425 (307) 856-4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

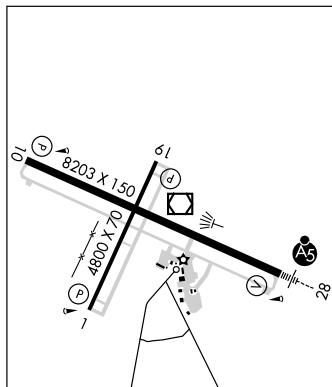
SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.

(L) VORW/DME 108.8 RIW Chan 25 N43°03.95' W108°27.33' at fld. 5450/16E.

KLINT NDB (LOM) 217 RI N43°00.85' W108°18.31' 280° 7.4 NM to fld. Unmonitored.

ILS 110.5 I-RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.



ROCK SPRINGS-SWEETWATER CO (RKS) 7 E UTC-7(-6DT) N41°35.65' W109°03.91'

SALT LAKE CITY

6764 B FUEL 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS

H-3D, L-11E

RWY 09-27: H10000X150 (ASPH-GRVD) S-55, D-110, 2S-140 HIRL

IAP

RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50'. 0.4% up.

RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50'. 0.3% down.

RWY 03-21: H5228X75 (ASPH-PFC) S-12, D-25 MIRL
0.3% up NE

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended 1200-0430Z. PPR for air carrier ops with more than 30 passenger seats 0400-1300Z, call arpt manager 307-352-6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03-21, HIRL Rwy 09-27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lghts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.

WEATHER DATA SOURCES: ASOS 118.375 (307) 362-2541. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (CASPER RADIO)

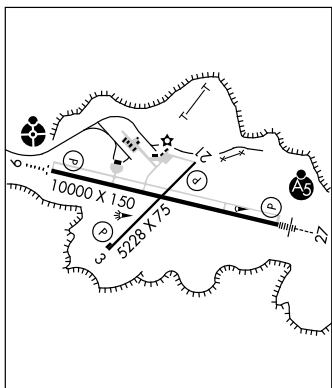
RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41'

W109°00.92' 263° 2.3 NM to fld. 6785/13E. Unusable

186°-195° byd 25 NM blo 14,000'.

ILS/DME 109.3 I-RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000' msl.



SARATOGA N41°26.70' W106°49.93'. NOTAM FILE CPR.

NDB (MHW) 266 SAA at Shivelv fld.

CHEYENNE

L-9E, 11E

LOC/DME I-RKS
109.3
Chan **30**

APP CRS
270°

Rwy Idg
TDZE
Apt Elev
10000
6764
6764

ILS or LOC/DME RWY 27

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

▼ For inoperative MALSR, increase S-LOC 27 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 7000. Glideslope unusable beyond 5 degrees left of course.

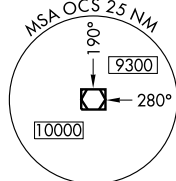


MISSED APPROACH: Climb to 7600, then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS
118.375

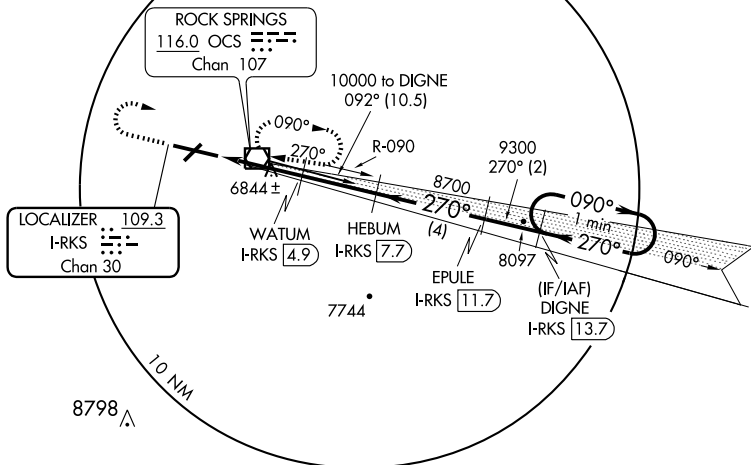
CASPER RADIO
122.6

UNICOM
122.8 (CTAF) **0**

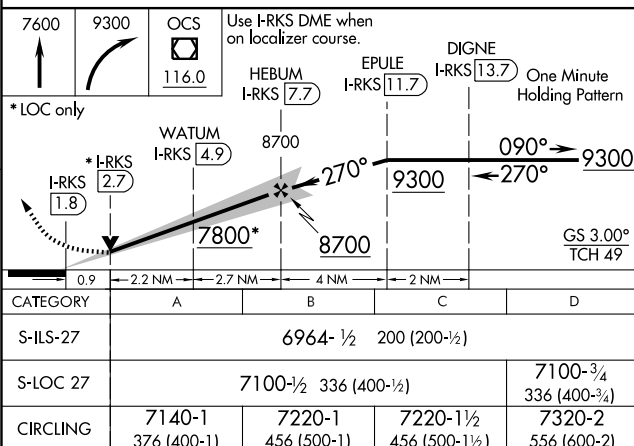
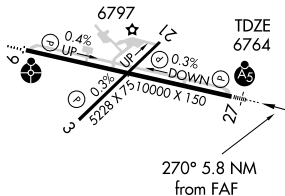


• 7921

△ 8022



ELEV 6764



REIL Rwy 3 and 21 **0**
MIRL Rwy 3-21 **0**
HIRL Rwy 9-27 **0**

ROCK SPRINGS, WYOMING

Amdt 1 08APR10

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

41°36'N - 109°04'W

ILS or LOC/DME RWY 27

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS
CH **66016**
W09A

APP CRS
090°

Rwy Idg **10000**
TDZE **6741**
Apt Elev **6764**

RNAV (GPS) RWY 9

ROCK SPRINGS-SWEETWATER COUNTY (RKS)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°C) or above 35°C (95°F). DME/DME RNP-0.3 NA.

ODALS



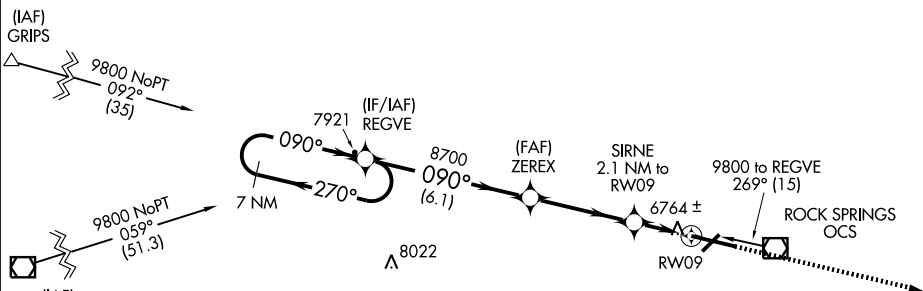
MISSED APPROACH: Climb to 9600 direct DIGNE and hold.

ASOS
118.375

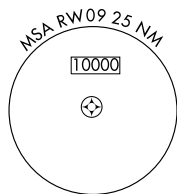
CASPER RADIO
122.6

UNICOM
122.8 (CTAF) 0

• 8003

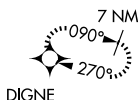


(IAF)
FORT BRIDGER
FBR



Procedure NA for arrivals at OCS
VOR/DME on V328 southeast bound.

MISSED APCH FIX



△ 8798

ELEV 6764

7 NM
Holding Pattern

REGVE

9800
090°

270°

ZEREX

090°

SIRNE
2.1 NM to
RW09

* 0.8 NM
to RW09

RW09

GS 3.00°
TCH 50

8700

* 7440

6.1 NM 3.8 NM 1.3 NM 0.8

9600

DIGNE

* LNAV only

090° to
RW09TDZE
6741

6797

0.4% UP

0.3% DOWN

5228 X 15000 X 150

CATEGORY	A	B	C	D
LPV DA	6941-¾ 200 (200-¾)			
LNAV/ VNAV DA	7034-¾ 293 (300-¾)			7034-1 293 (300-1)
LNAV MDA	7040-¾ 299 (300-¾)			7040-1 299 (300-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwy 3 and 21 0
MIRL Rwy 3-21 0
HIRL Rwy 9-27 0

WAAS CH 49216 W27A	APP CRS 270°	Rwy Idg TDZE 10000 Apt Elev 6764
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RNAV (GPS) RWY 27

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

▼ For inoperative MALS, increase LNAV/VNAV Cat. D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35°C (95°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

MALS



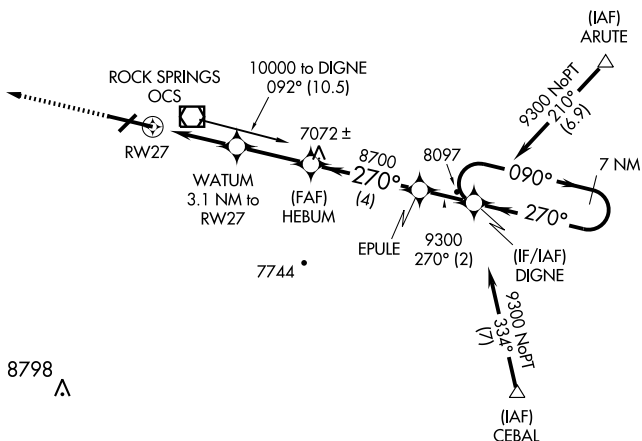
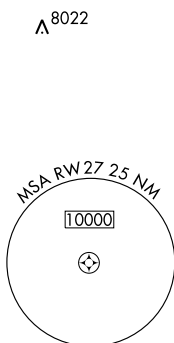
MISSED APPROACH: Climb to 9800
direct REGVE and hold.

ASOS
118.375

CASPER RADIO
122.6

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



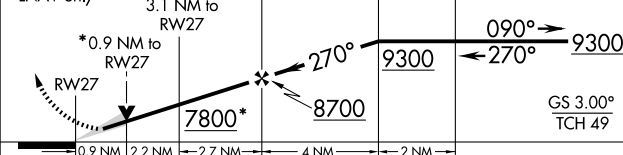
ELEV 6764

Procedure NA for arrivals at OCS
VOR/DME on V235 southwest bound.

9800 REGVE



*LNAV only



CATEGORY	A	B	C	D
LPV DA	6964-1/2		200 (200-1/2)	
LNAV/VNAV DA	7035-1/2		271 (300-1/2)	
LNAV MDA	7100-1/2		336 (400-1/2)	
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1 1/2 456 (500-1 1/2)	7320-2 556 (600-2)

REIL Rws 3 and 21 0

MIRL Rwy 3-21 0

HIRL Rwy 9-27 0

ROCK SPRINGS, WYOMING

Amdt 1 08APR10

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

41°36'N - 109°04'W

RNAV (GPS) RWY 27

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME OCS **116.0**
Chen **107**

APP CRS **085°**

Rwy Idg **10000**
TDZE **6741**
Apt Elev **6764**

VOR/DME RWY 9

ROCK SPRINGS-SWEETWATER COUNTY (RKS)



ODALS

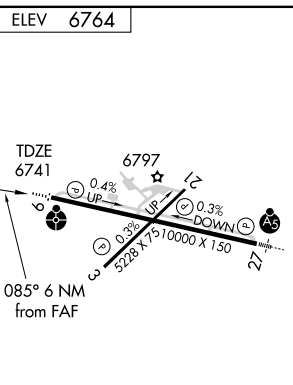
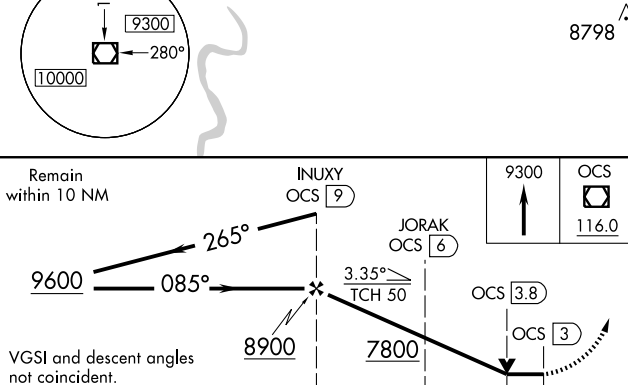
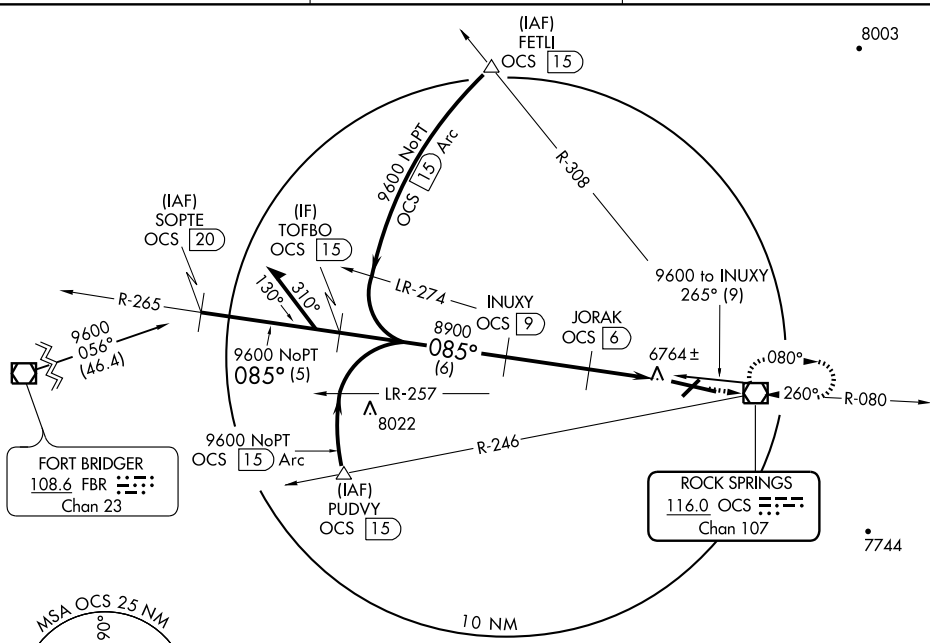


MISSED APPROACH: Climb to 9300 direct OCS
VOR/DME and hold, continue climb-in-hold to 9300.

ASOS
118.375

CASPER RADIO
122.6

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-9	7020-3/4	279 (300-3/4)		7020-1
CIRCLING	7140-1	7220-1	7220-1 1/2	7320-2
	376 (400-1)	456 (500-1)	456 (500-1 1/2)	556 (600-2)

REIL Rwy 3 and 21 0
MIRL Rwy 3-21 0
HIRL Rwy 9-27 0

VOR/DME OCS 116.0 Chn 107	APP CRS 255°	Rwy Idg 10000 TDZE 6760 Apt Elev 6760
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VOR/DME RWY 27
ROCK SPRINGS-SWEETWATER COUNTY (RKS)



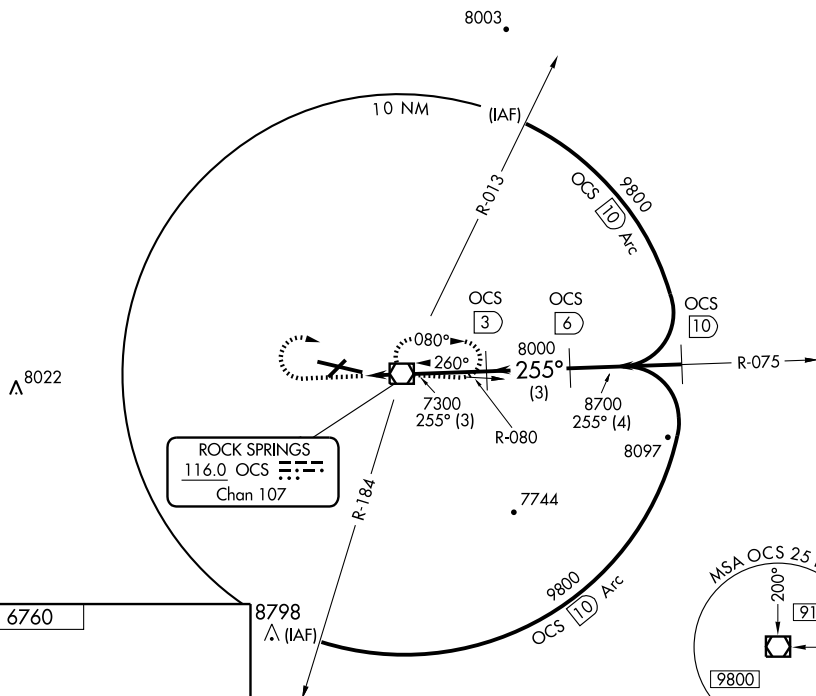
Inoperative table does not apply to Cat. D.



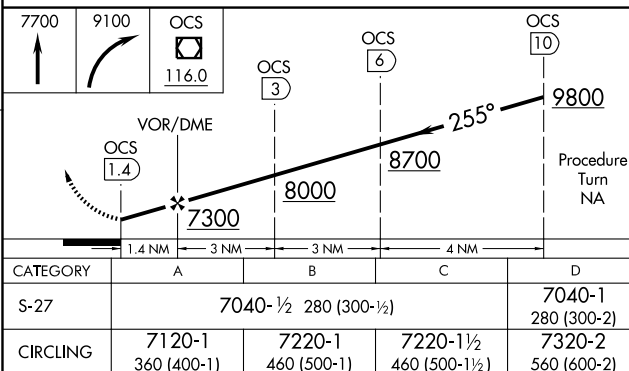
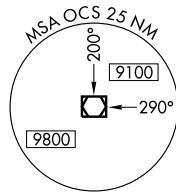
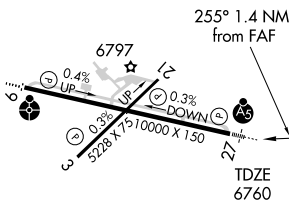
MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

ASOS
118,375

CASPER RADIO
122.6

UNICOM
122.8 (CTAF) **L**

ELEV 6760



REIL Rwy 3 and 21 **L**
MIRL Rwy 3-21 **L**
HIRL Rwy 9-27 **L**

ROCK SPRINGS, WYOMING
Amdt 2 10042

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

41°36'N - 109°04'W

VOR/DME RWY 27

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

SARATOGA**SHIVELY FLD** (SAA) 1 SW UTC-7(-6DT) N41°26.61' W106°49.65'

7015 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CPR

RWY 05-23: H8801X100 (ASPH-PFC) S-50 MIRL

RWY 05: 1.8% down.

RWY 23: REIL, PAPI(P2L)—GA 3.0° TCH 47'. 1.8% up.

AIRPORT REMARKS: Attended Jun-Sep 1500-0000Z†, Oct-May Mon-Sat 1500-0000Z†. After hrs svc avbl call 307-326-8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05-23; REIL Rwy 23 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (307) 326-5387.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29'

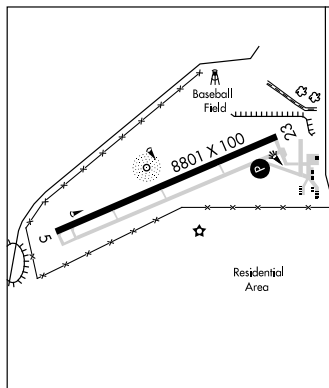
W107°12.26' 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70' W106°49.93'
at fld.

CHEYENNE

H-3E, L-9E, 21E

IAP

**SHERIDAN CO** (SHR) 2 SW UTC-7(-6DT) N44°46.15' W106°58.82'

4021 B S4 FUEL 100, JET A, A1 + OX 1, 2, 3 TPA-See Remarks Class I, ARFF Index A H-1E, 2F, L-13D

NOTAM FILE SHR

RWY 14-32: H8300X100 (ASPH-PFC) S-60, D-75, 2S-95 HIRL

RWY 14: REIL, PAPI(P4L)—GA 3.0° TCH 51'. 0.5% down.

RWY 32: MALSR, PAPI(P4L)—GA 3.0° TCH 53'. 0.4% up.

RWY 05-23: H5039X75 (ASPH-GRVD) S-36, D-50 MIRL 1.7%
up SW

RWY 05: REIL, PAPI(P4L)—GA 3.0° TCH 35'.

RWY 23: REIL, PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afd sfc conditions not monitored 0530-1300Z†. PPR unscheduled air carrier operations with more than 30 passenger seats etc ARFF station 307-673-1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA-4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05-23; HIRL Rwy 14-32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (307) 672-5349. SAWRS
(1100-0600Z†).

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

(L) VORTACW115.3 SHR Chan 10 N44°50.54' W107°03.67' 129° 5.6 NM to fld. 4412/13E.

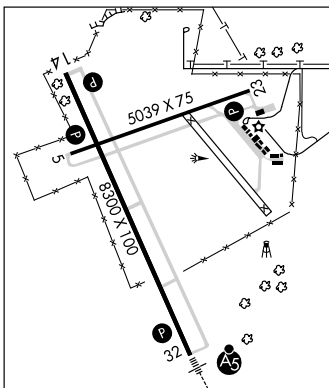
VORTAC unusable 160°-200° beyond 30 NM below 14,700' 200°-270° beyond 30 NM below 12,400'

ILS/DME 108.7 I-SHR Chan 24 Rwy 32.

BILLINGS

H-1E, 2F, L-13D

IAP

**SHIVELY FLD** (See SARATOGA)

NDB SAA 266	APP CRS 150°	Rwy Idg TDZE Apt Elev N/A N/A 7012
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NDB-A
SARATOGA/ SHIVELY FIELD (S.A.A.)

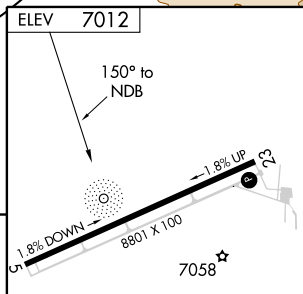
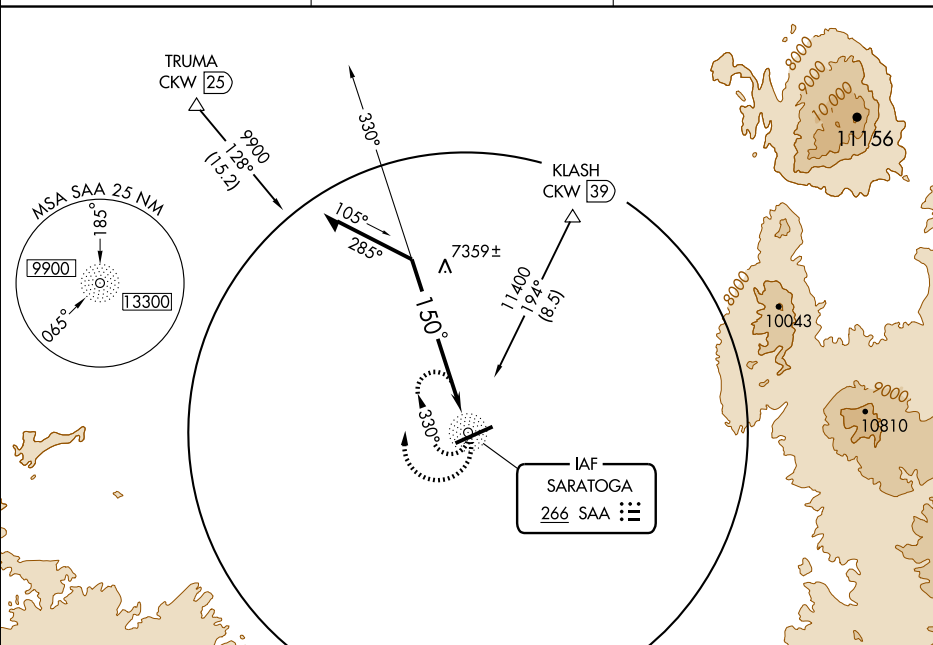
NA If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climbing right turn to 10,000 in SAA NDB holding pattern.

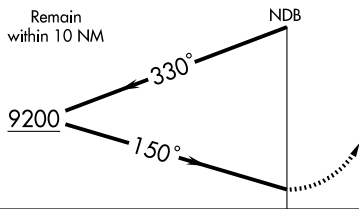
AWOS-3
118.175

DENVER CENTER
132.1 254.35

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM



CATEGORY	A	B	C	D
CIRCLING	7720-1¼ 708 (800-1¼)		7720-2 708 (800-2)	7720-2¼ 708 (800-2¼)

REIL Rwy 23 **0**
MIRL Rwy 5-23 **0**

APP CRS
151°

Rwy ldg
TDZE
Apt Elev
N/A
7012

RNAV (GPS)-B
SARATOGA/ SHIVELY FIELD (SAA)

▼ DME/DME RNP -0.3 NA. If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

▲ NA

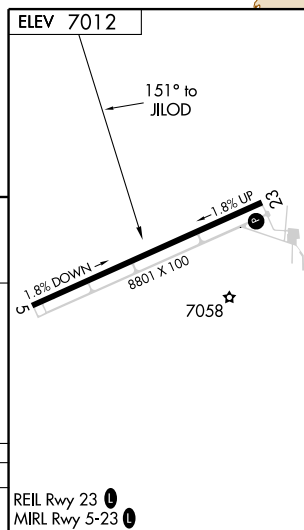
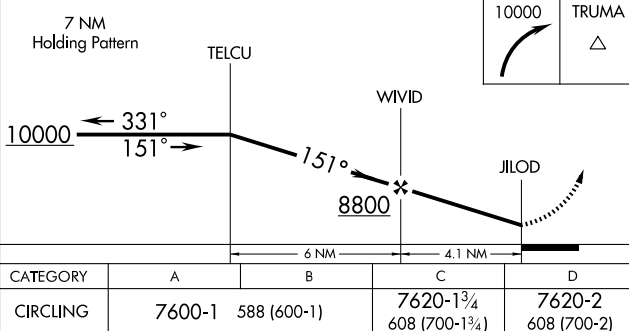
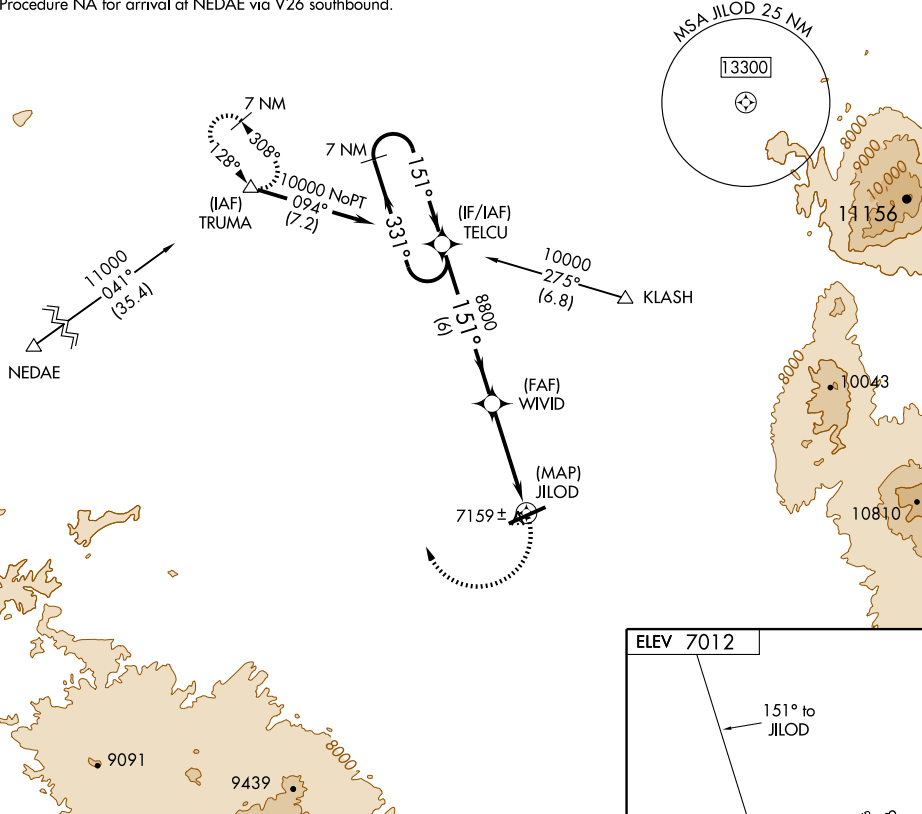
MISSED APPROACH: Climbing right turn to 10,000 direct TRUMA and hold.

AWOS-3
118.175

DENVER CENTER
132.1 254.35

UNICOM
122.8 (CTAF) ①

Procedure NA for arrival at NEDAE via V26 southbound.



SARATOGA

SHIVELY FLD (SAA) 1 SW UTC-7(-6DT) N41°26.61' W106°49.65'

7015 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CPR

RWY 05-23: H8801X100 (ASPH-PFC) S-50 MIRL

RWY 05: 1.8% down.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 47'. 1.8% up.

AIRPORT REMARKS: Attended Jun-Sep 1500-0000Z†, Oct-May Mon-Sat 1500-0000Z†. After hrs svc avbl call 307-326-8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05-23; REIL Rwy 23 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (307) 326-5387.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29'

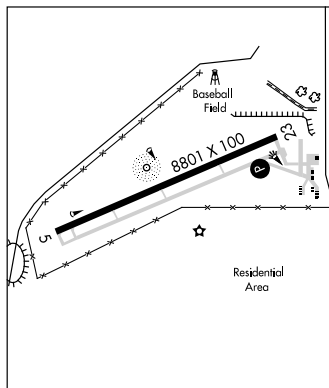
W107°12.26' 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70' W106°49.93'
at fld.

CHEYENNE

H-3E, L-9E, 21E

IAP



SHERIDAN CO (SHR) 2 SW UTC-7(-6DT) N44°46.15' W106°58.82'

4021 B S4 FUEL 100, JET A, A1 + OX 1, 2, 3 TPA-See Remarks Class I, ARFF Index A H-1E, 2F, L-13D

NOTAM FILE SHR

RWY 14-32: H8300X100 (ASPH-PFC) S-60, D-75, 2S-95 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51'. 0.5% down.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. 0.4% up.

RWY 05-23: H5039X75 (ASPH-GRVD) S-36, D-50 MIRL 1.7%
up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afd sfc conditions not monitored 0530-1300Z†. PPR unscheduled air carrier operations with more than 30 passenger seats etc ARFF station 307-673-1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA-4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05-23; HIRL Rwy 14-32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (307) 672-5349. SAWRS
(1100-0600Z†).

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

(L) VORTACW115.3 SHR Chan 10 N44°50.54' W107°03.67' 129° 5.6 NM to fld. 4412/13E.

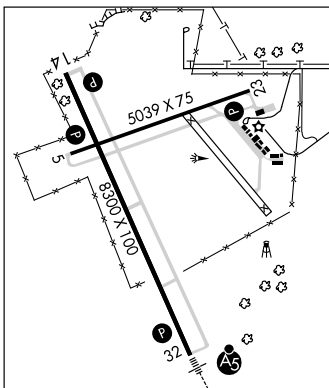
VORTAC unusable 160°-200° beyond 30 NM below 14,700' 200°-270° beyond 30 NM below 12,400'

ILS/DME 108.7 I-SHR Chan 24 Rwy 32.

BILLINGS

H-1E, 2F, L-13D

IAP



SHIVELY FLD (See SARATOGA)

LOC/DME I-SHR 108.7 Chan 24	APP CRS 323°	Rwy Idg 8300 TDZE 3985 Apt Elev 4021
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ILS or LOC/DME RWY 32

SHERIDAN COUNTY (SHR)

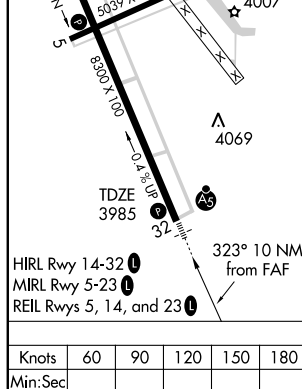
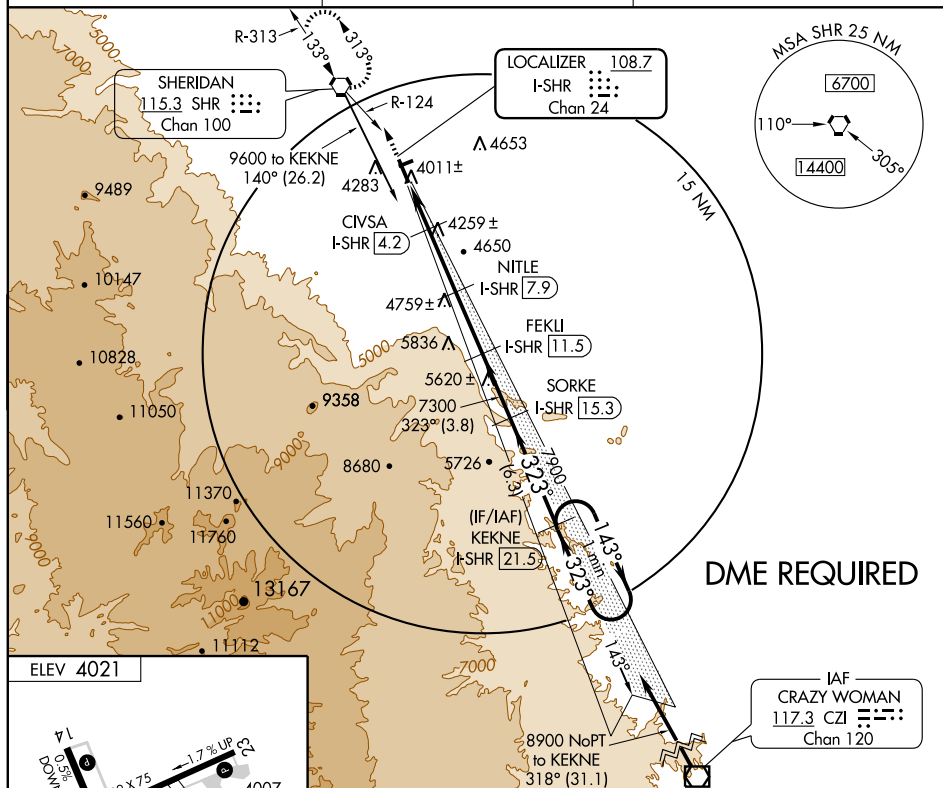
- T** When VGSI inoperative, circling Rwy 5 and 23 NA at night.
A For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1.
If local altimeter setting not received, procedure NA.

MALSRL



MISSED APPROACH: Climb to 7000 via heading 323° and SHR VORTAC R-124 to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS 135.175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) ①
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<div>7000 ↑ 323°</div>		<div>SHR R-124</div>		<div>SHR 115.3</div>		<div>FEKLI I-SHR 11.5</div>		<div>SORKE I-SHR 15.3</div>		<div>KEKNE I-SHR 21.5</div>		One Minute Holding Pattern	
<div>I-SHR 1.5</div>		<div>CIVSA I-SHR 4.2</div>		<div>NITLE I-SHR 7.9</div>		<div>7300</div>		<div>7900</div>		<div>143° →</div>		<div>8900</div>	
<div>4900</div>		<div>6100</div>		<div>7300</div>		<div>323°</div>		<div>323° ←</div>		<div>GS 3.00°</div>		<div>TCH 59°</div>	
<div>0.7</div>		<div>2 NM</div>		<div>3.7 NM</div>		<div>3.6 NM</div>		<div>3.8 NM</div>		<div>6.3 NM</div>			
CATEGORY		A		B		C				D			
S-ILS 32				4185-½		200 (200-½)							
S-LOC 32				4260-½		275 (300-½)						4260-¾ 275 (300-¾)	
CIRCLING		4580-1 559 (600-1)		4600-1 579 (600-1)		4620-1½ 599 (600-1½)						4740-2¼ 719 (800-2¼)	

SHERIDAN, WYOMING

Amdt 1 07074

SHERIDAN COUNTY (SHR)

44°46'N-106°59'W

ILS or LOC/DME RWY 32

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

WAAS CH 81899 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	8300 4014 4021
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RNAV (GPS) RWY 14

SHERIDAN COUNTY (SHR)

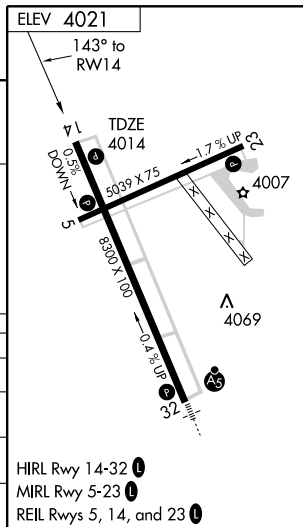
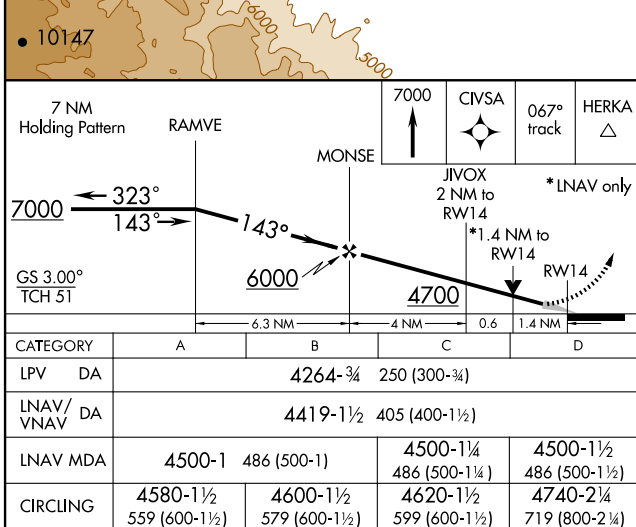
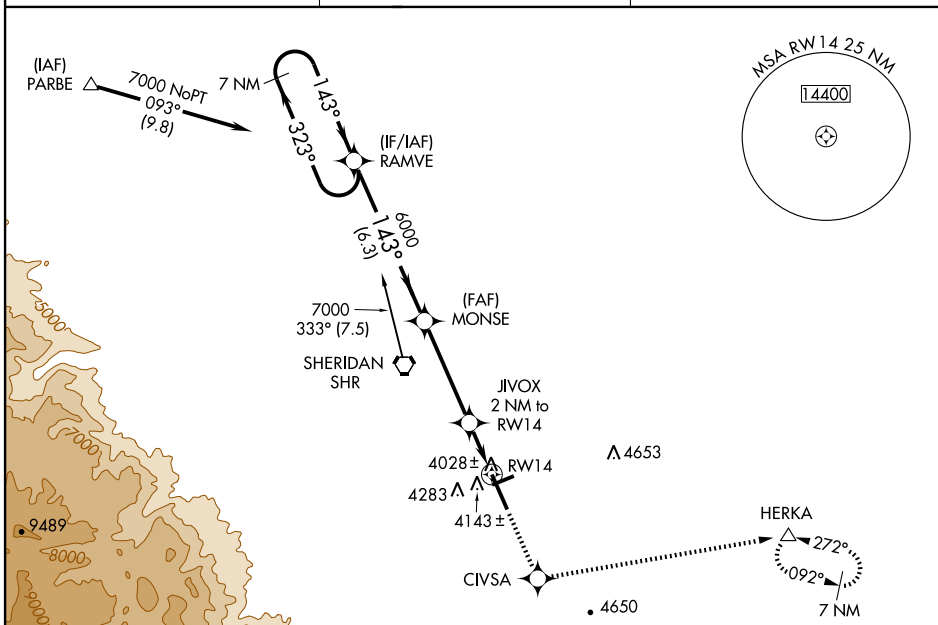
- ▼ DME/DME RNP -0.3 NA.
Baro-VNAV NA below -23°C (-9°F).
▲ When VGSi inoperative, circling Rwy 5 and 23 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct CIVSA and via 067° track to HERKA and hold, continue climb-in-hold to 7000.

ASOS
135.175

SALT LAKE CENTER
127.75 351.9

UNICOM
123.0 (CTAF) 0



WAAS CH 65699 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev	8300 3985 4021
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RNAV (GPS) RWY 32

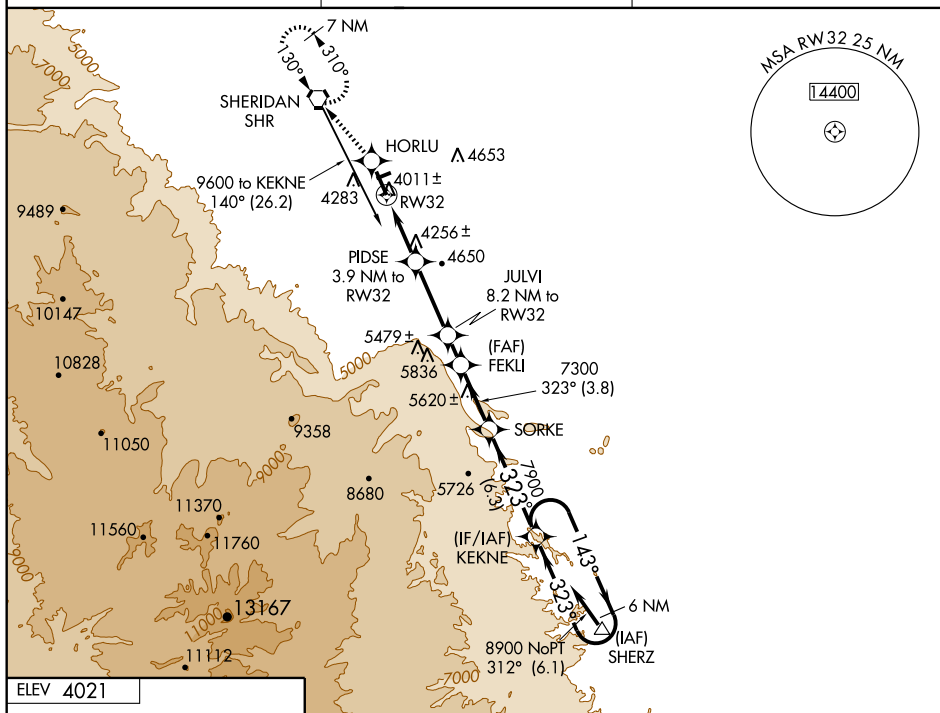
SHERIDAN COUNTY (SHR)

<p>▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -23°C (-9°F).</p> <p>▲ For inoperative MALSR, increase LPV visibility to ¾ all Cats.</p> <p>When VGSI inoperative, circling Rwy 5 and 23 NA at night.</p> <p>If local altimeter setting not received, procedure NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 7000 direct HORLU and via 306° track to SHR VORTAC and hold, continue climb-in-hold to 7000.</p>
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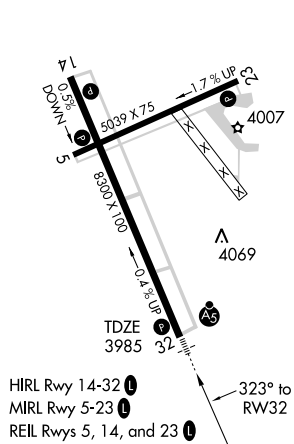
ASOS
135.175



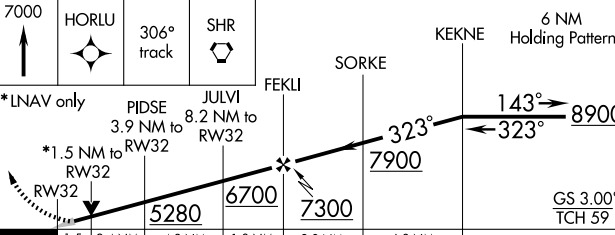
SALT LAKE CENTER
127.75 351.9

UNICOM
123.0 (CTAF)



ELEV 4021



7000 ↑	HORLU 	306° track	SHR 												
*LNAV only															
*1.5 NM to RW32															
GS 3.00° TCH 59															
CATEGORY	A			B			C			D					
LPV DA	4235-½ 250 (300-½)														
LNAV/ VNAV DA	4426-1 441 (500-1)														
LNAV MDA	4520-½ 535 (500-½)				4520-1 535 (500-1)				4520-1½ 535 (500-1½)						
CIRCLING	4580-1½ 559 (600-1½)				4600-1½ 579 (600-1½)				4620-1½ 599 (600-1½)				4740-2¼ 719 (800-2¼)		

SHERIDAN, WYOMING
Orig 07074

44°46'N- 106°59'W

SHERIDAN COUNTY (SHR)
RNAV (GPS) RWY 32

VORTAC SHR 115.3 Chan 100	APP CRS 128°	Rwy Idg 8300 TDZE 4014 Apt Elev 4021
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VOR RWY 14
SHERIDAN COUNTY (SHR)

T	If local altimeter setting not received, procedure NA.
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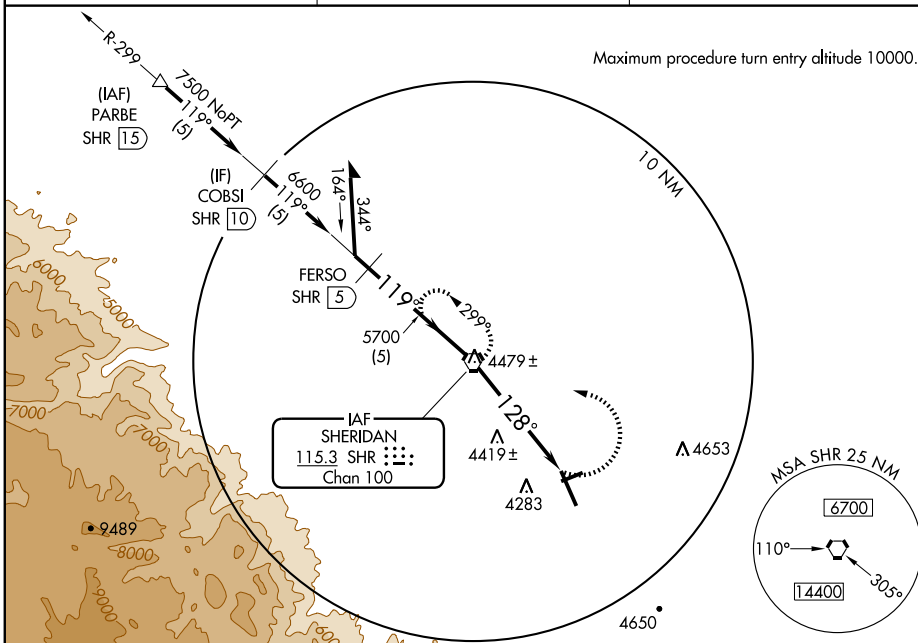
MISSED APPROACH: Climbing left turn to 7000 direct SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS
135,175

SALT LAKE CENTER
127.75 351.9

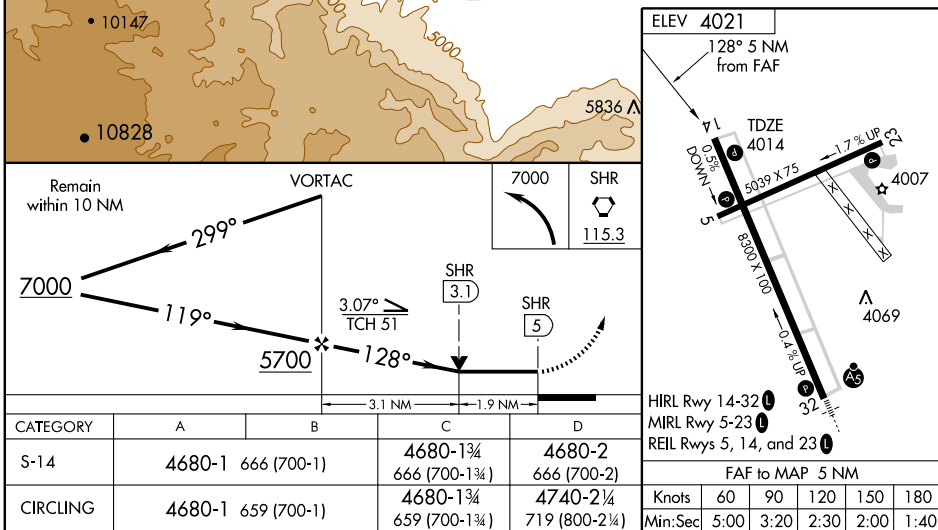
UNICOM
123.0 (CTAF) **L**

Maximum procedure turn entry altitude 10000.



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010



SHERIDAN, WYOMING

Amdt 1 07074

SHERIDAN COUNTY (SHR)

VOR RWY 14

44°46'N-106°59'W

SHOSHONI MUNI (49U) 1 N UTC-7(-6DT) N43°15.08' W108°07.29'

CHEYENNE

4817 NOTAM FILE CPR

RWY 08-26: 4650X90 (DIRT)

RWY 08: P-lines RWY 26: Fence

RWY 11-29: 2950X75 (DIRT)

RWY 11: Fence

AIRPORT REMARKS: Unattended. Antelope on arpt. Arpt has uncontrolled vehicle access. Rwy 08-26 no line of sight between rwy ends. Rwy 08-26 and Rwy 11-29 numerous rocks on rwy surface, rwy soft when wet. Rwy 08-26 and Rwy 11-29 thlds not marked.

COMMUNICATIONS: CTAF 122.9

SOUTH BIG HORN CO (See GREYBULL)

THERMOPOLIS

HOT SPRINGS CO-THERMOPOLIS MUNI (THP) 1 N UTC-7(-6DT)

CHEYENNE

L-11E

N43°39.50' W108°12.79'

4592 B FUEL 100LL NOTAM FILE CPR

RWY 01-19: H4800X100 (ASPH-PFC) S-13 LIRL

RWY 19: SAVASI(V2L)—GA 3.0° TCH 26'.

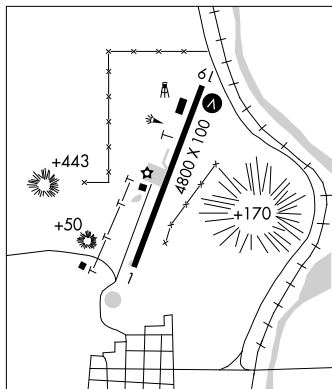
AIRPORT REMARKS: Attended Nov-Apr 1500-0000Z†, May-Oct 1430-0030Z†. For svc after hrs call 307-864-3385 or 307-921-1528. Closed all major holidays. Self-serve credit card fuel avbl 24 hrs. Due to terrain, ops at ngt not recommended. Hills on each side of rwy, not obstruction lgtd. +204' hill on rwy centerline extended. Ground drops off 50' at 15' from Rwy 01 thld and 15' at 30' from Rwy 19 thld. Rwy 01-19 is 118' higher on S end. Recommend ldg uphill Rwy 19; tkf downhill Rwy 01 depending on wind. +3' dip/trough 137' to 145' from Rwy 01 thld entire width of rwy. Extensive cracking and line of sight issues on entire rwy. ACTIVATE LIRL Rwy 01-19 and SAVASI Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan

125 N43°27.79' W108°17.98' 002° 12.3 NM to fld.
7550/16E.



THOMAS MEM (See GLENDO)

TORRINGTON MUNI (TOR) 2 E UTC-7(-6DT) N42°03.87' W104°09.16'

CHEYENNE

H-5A, L-12F

IAP

4207 B S4 FUEL 100LL, JET A TPA-5207(1000) NOTAM FILE TOR

RWY 10-28: H5703X75 (ASPH) S-33, D-45 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Hill.

RWY 02-20: H3001X60 (ASPH)

RWY 02: Ground. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0000Z†. Except national holidays. For fuel after hours call 307-532-2941 or 307-532-7353. Deer and waterfowl on and invof arpt. Rwy 20, 7' drop off 60' L and R of centerline at thld, Rwy 10, 7' drop 100' from thld and 75' R. Rwy 10 thld dspcd 220' for ngt ops only. Reflectors along parallel twys only, others lighted. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF. MIRL will only activate if beacon is operating during dark or overcast periods.

WEATHER DATA SOURCES: ASOS 118.375 (307) 532-8958.

COMMUNICATIONS: CTAF/UNICOM 122.8

® DENVER APP/DEP CON 127.95

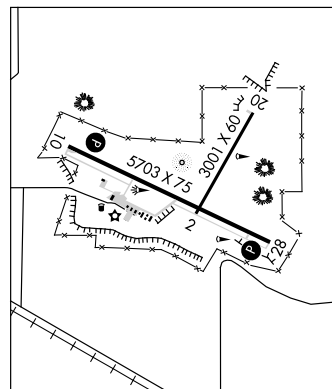
RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65'

W103°28.92' 276° 31.8 NM to fld. 4170/13E.

NDB (MHW) 293 TOR N42°03.95' W104°09.20' at fld.

NOTAM FILE TOR.



APP CRS **104°**
Rwy Idg **5703**
TDZE **4205**
Apt Elev **4205**

GPS RWY 10
TORRINGTON MUNI (TOR)

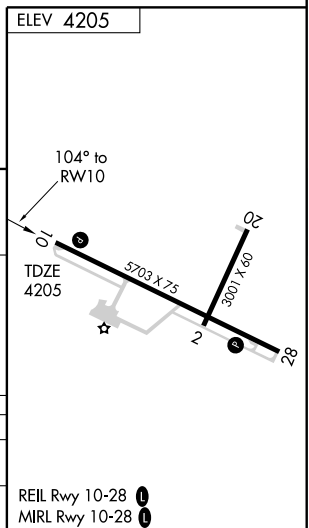
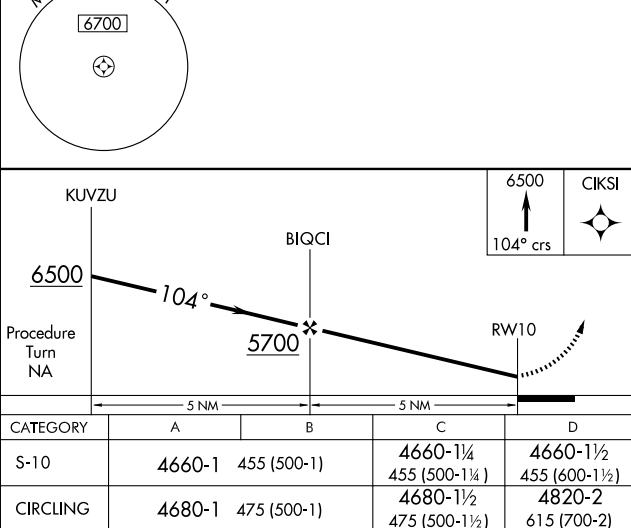
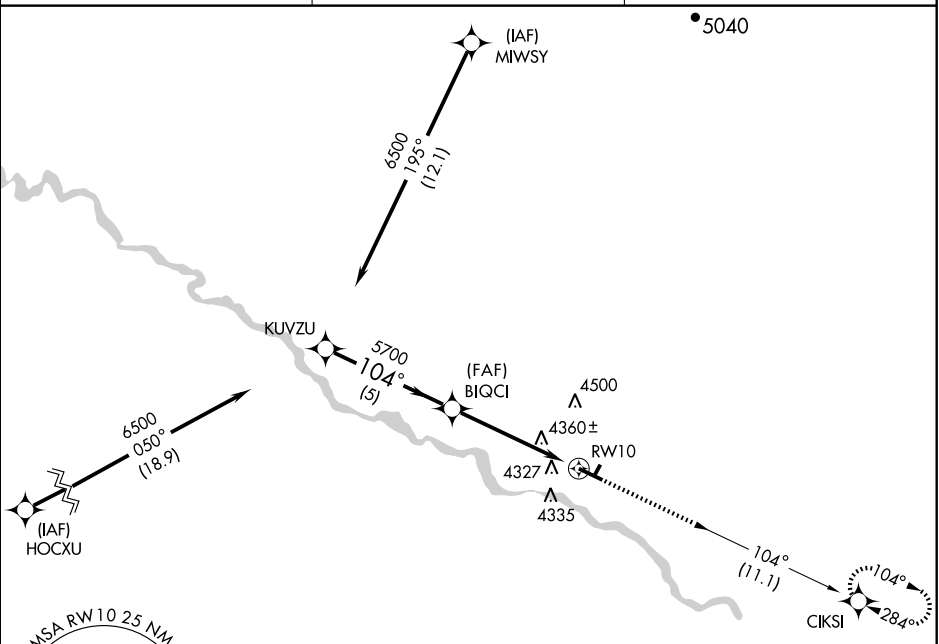


MISSED APPROACH: Climb to 6500 via 104° course to CIKSI WP and hold.

ASOS
118.375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 0



APP CRS
284°

Rwy Idg
TDZE
Apt Elev

5703
4200
4205

GPS RWY 28
TORRINGTON MUNI (TOR)

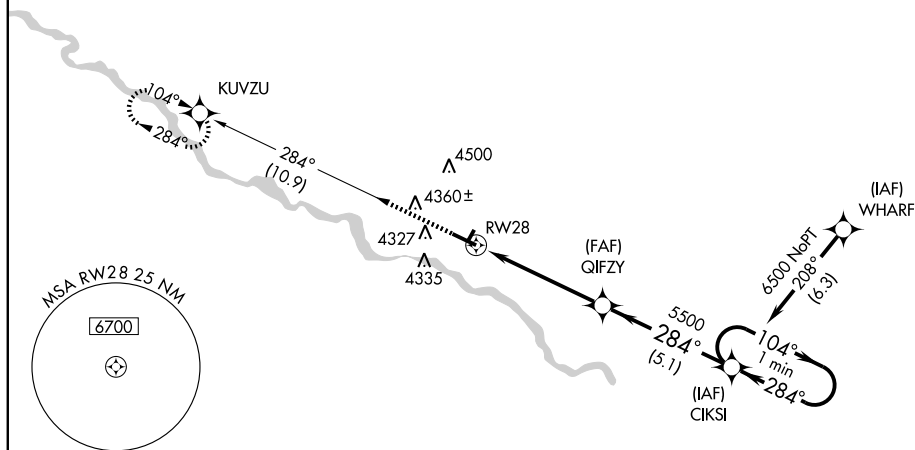


MISSED APPROACH: Climb to 6500 via 284° course to KUVZU WP and hold.

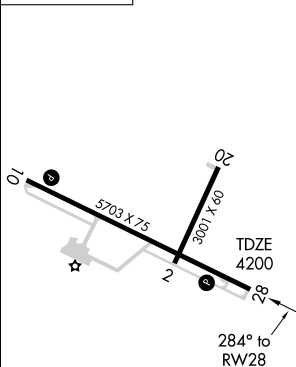
ASOS
118.375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 0



ELEV 4205



REIL Rwy 10-28 0
MIRL Rwy 10-28 0

TORRINGTON, WYOMING
Orig-A 10042

<div> <div>6500</div> <div>KUVZU</div> <div>284° crs</div> </div> <div> <div>RWY 28</div> <div>5500</div> <div>5 NM</div> <div>5.1 NM</div> </div> <div> <div>CIKSI</div> <div>One Minute Holding Pattern</div> <div>104°</div> <div>284°</div> <div>6500</div> </div>				
CATEGORY	A	B	C	D
S-28	4620-1	420 (500-1)	4620-1¼	420 (500-1¼)
CIRCLING	4680-1	475 (500-1)	4680-1½ 475 (500-1½)	4820-2 615 (700-2)

42°04'N-104°09'W

TORRINGTON MUNI (TOR)

GPS RWY 28

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB TOR
293

APP CRS
095°

Rwy Idg	5703
TDZE	4205
Apt Elev	4205

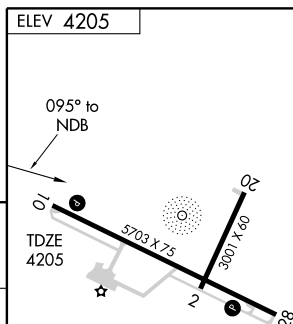
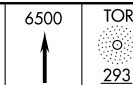
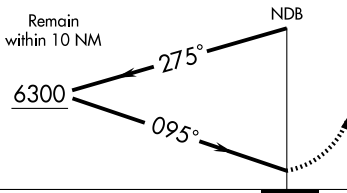
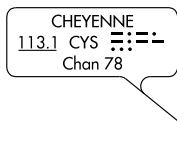
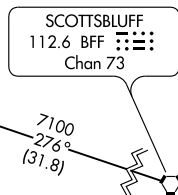
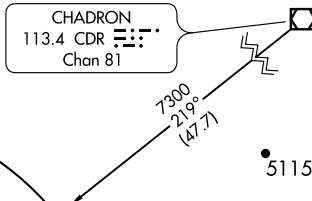
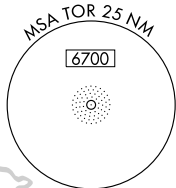
NDB RWY 10
TORRINGTON MUNI (TOR)



MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS
118,375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-10	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2½ 735 (800-2½)
CIRCLING	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2½ 735 (800-2½)

REIL Rwy 10-28 **L**
MIRL Rwy 10-28 **L**

TORRINGTON, WYOMING
Amdt 1A 10042

42°04'N-104°09'W

TORRINGTON MUNI (TOR)
NDB RWY 10

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB TOR 293	APP CRS 295°	Rwy Idg TDZE Apt Elev	5703 4200 4205
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NDB RWY 28

TORRINGTON MUNI (TOR)

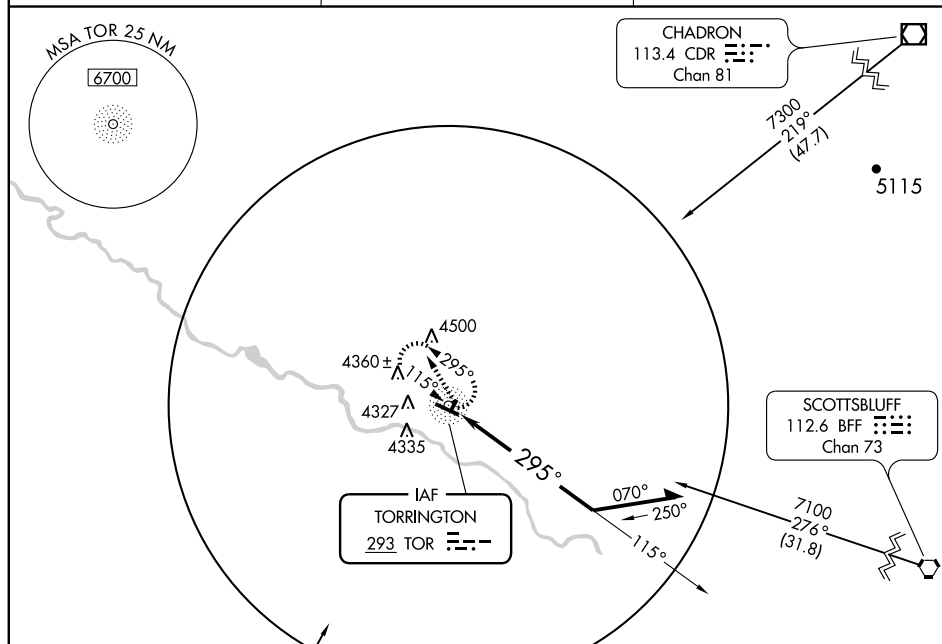


MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS
118.375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 0



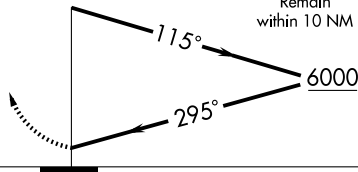
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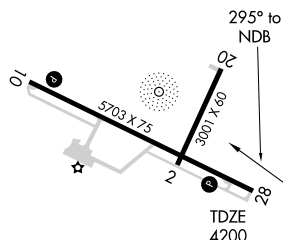
TOR
293

NDB

Remain
within 10 NM



ELEV 4205



CATEGORY	A	B	C	D
S-28	4720-1	520 (600-1)	4720-1½ 520 (600-1½)	4720-1¾ 520 (600-1¾)
CIRCLING	4720-1	515 (600-1)	4720-1½ 515 (600-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 0
MIRL Rwy 10-28 0

TORRINGTON, WYOMING

Amdt 1A 10042

42°04'N-104°09'W

TORRINGTON MUNI (TOR)

NDB RWY 28

UPTON MUNI (83V) 1 SW UTC-7(-6DT) N44°05.43' W104°38.45'

CHEYENNE

4290 B NOTAM FILE CPR

RWY 13-31: 3710X80 (DIRT-GRVL) MIRL

RWY 13: REIL. SAVASI(S2L)—GA 3.0° TCH 25'.

RWY 31: REIL. SAVASI(S2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Unattended. For arpt attendant call 307-468-2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307-468-2441. No regular snow removal. Rwy 13-31 marginal line of sight from rwy ends. +3' berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13-31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn OTS indef. Radio controlled airplane activity within rwy environment.

COMMUNICATIONS: CTAF/UNICOM 122.8.

WENZ N42°47.83' W109°48.21'. NOTAM FILE CPR.

SALT LAKE CITY

NDB (MHW) 392 PNA at Ralph Wenz Fld.

L-11D

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC-7(-6DT) N42°03.33' W104°55.72'

CHEYENNE

4776 B NOTAM FILE CPR

H-3E, 5A, L-12F

RWY 08-26: H5899X75 (ASPH) S-15 MIRL (NSTD)

RWY 08: PAPI(P2L)—GA 3.15° TCH 31'. Tree.

RWY 26: PAPI(P2L)—GA 3.0° TCH 26'.

IAP

AIRPORT REMARKS: Unattended. Marginal line of sight Rwy 26 thld to area 3000' W. Rwy 08-26 NSTD MIRL only three lgts per set of thld lgts. ACTIVATE MIRL Rwy 08-26—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.

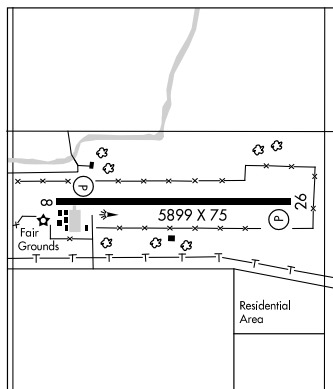
COMMUNICATIONS: CTAF 122.9

® DENVER CENTER APP/DEP CON 135.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.

HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57'

W105°13.57' 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC-7(-6DT) N43°57.94' W107°57.05'

CHEYENNE

4227 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL

H-1E, L-11E

RWY 16-34: H7005X100 (ASPH-PFC) S-50, D-70 MIRL 0.9% up S

IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 10-28: 2501X60 (TURF) 1.5% up SE

RWY 04-22: 2241X60 (TURF) 0.4% up NE

AIRPORT REMARKS: Attended 1300-2330Z±. Rwy 04-22 and Rwy 10-28 CLOSED Oct 30-Mar 30 yearly. CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.

WEATHER DATA SOURCES: ASOS 135.475 (307) 347-4217.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.4 (CASPER RADIO)

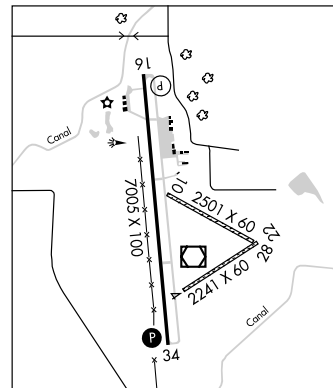
® SALT LAKE CENTER APP/DEP CON 133.25

AIRSPACE: CLASS E svc 1330-0530Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.

(L) VORW/DME 114.8 RLY Chan 95 N43°57.85'

W107°57.05' at fld. 4190/13E.



APP CRS
260°Rwy Idg
TDZE
Apt Elev
N/A
N/A
4774**RNAV (GPS)-A**

WHEATLAND/PHIFER AIRFIELD (E.A.N)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Torrington altimeter setting; when not received, use Western Neb. Rgnl/William B. Heilig Field altimeter setting and increase all MDAs 100 feet and visibility Cats B/C ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct JEZZY and hold, continue climb-in-hold to 9000.

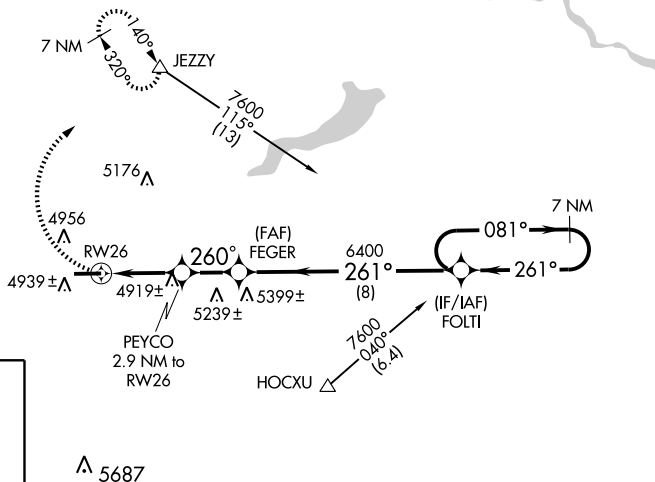
DENVER CENTER
135.6 385.6CTAF
122.90

MSA RW 26 25 NM

11500



R-7001B

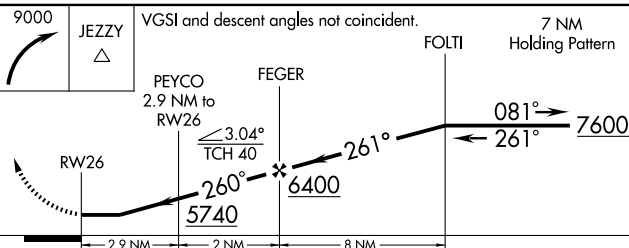


ELEV 4774

A 5687

5899 X 75

260° to RW26



CATEGORY	A	B	C	D
CIRCLING	5440-1 666 (700-1)	5460-1 686 (700-1)	5460-2 686 (700-2)	NA

MIRL Rwy 8-26

WHEATLAND, WYOMING

Orig 09239

WHEATLAND/PHIFER AIRFIELD (E.A.N)

42°03'N-104°56'W

RNAV (GPS)-A

UPTON MUNI (83V) 1 SW UTC-7(-6DT) N44°05.43' W104°38.45'

CHEYENNE

4290 B NOTAM FILE CPR

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COMMUNICATIONS: CTAF/UNICOM 122.8.

WENZ N42°47.83' W109°48.21'. NOTAM FILE CPR.

SALT LAKE CITY

NDB (MHW) 392 PNA at Ralph Wenz Fld.

L-11D

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC-7(-6DT) N42°03.33' W104°55.72'

CHEYENNE

4776 B NOTAM FILE CPR

H-3E, 5A, L-12F

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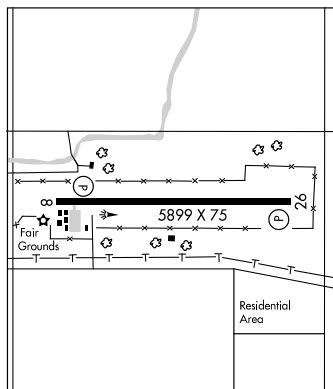
COMMUNICATIONS: CTAF 122.9

Ⓡ **DENVER CENTER APP/DEP CON** 135.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.

HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57'

W105°13.57' 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC-7(-6DT) N43°57.94' W107°57.05'

CHEYENNE

4227 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL

H-1E, L-11E

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WEATHER DATA SOURCES: ASOS 135.475 (307) 347-4217.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.4 (CASPER RADIO)

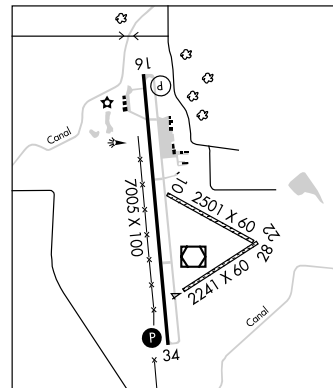
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25

AIRSPACE: CLASS E svc 1330-0530Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.

(L) **VORW/DME** 114.8 RLY Chan 95 N43°57.85'

W107°57.05' at fld. 4190/13E.



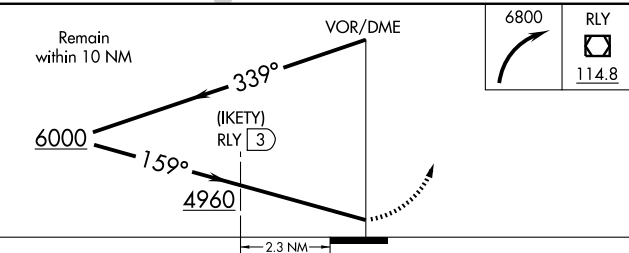
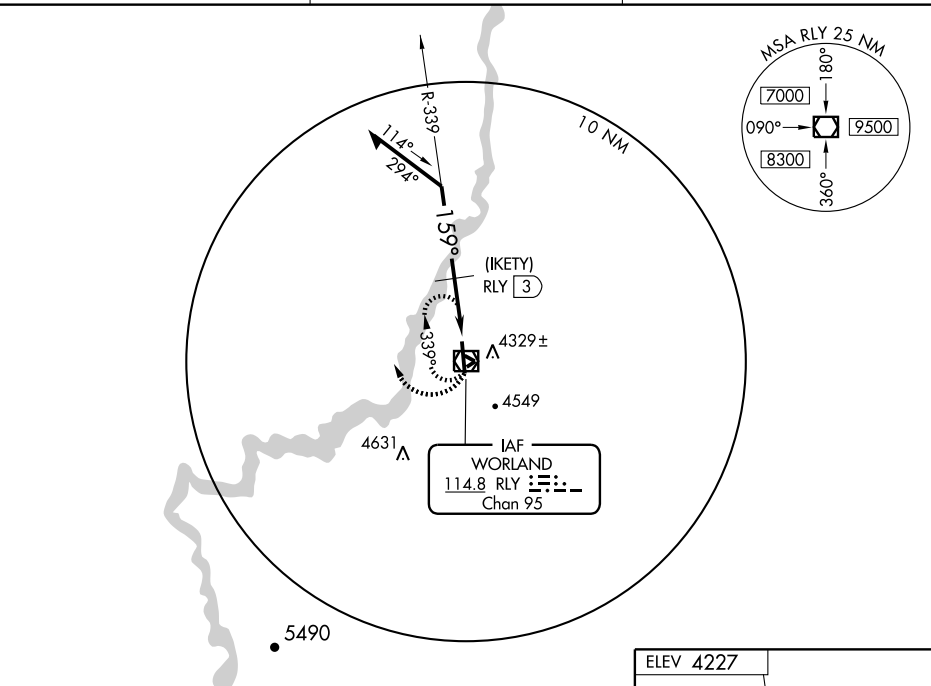
VOR/DME RLY 114.8 Chan 95	APP CRS 159°	Rwy Idg TDZE Apt Elev	7005 4179 4227
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VOR or GPS RWY 16

WORLAND MUNI (WRL)

▼ A	MISSED APPROACH: Climbing right turn to 6800 in RLY VOR/DME holding pattern.
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ASOS 135.475	SALT LAKE CENTER 133.25 285.6	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	4960-1 781 (800-1)	4960-1¼ 781 (800-1¼)	4960-2¼ 781 (800-2¼)	4960-2½ 781 (800-2½)
CIRCLING	4960-1 733 (800-1)	4960-1¼ 733 (800-1¼)	4960-2¼ 733 (800-2¼)	4960-2½ 733 (800-2½)
DME MINIMUMS				
S-16	4600-1 421 (400-1)	4600-1¼ 421 (400-1¼)		
CIRCLING	4840-1 613 (700-1)	4900-1 673 (700-1)	4900-2 673 (700-2)	4900-2¼ 673 (700-2¼)

